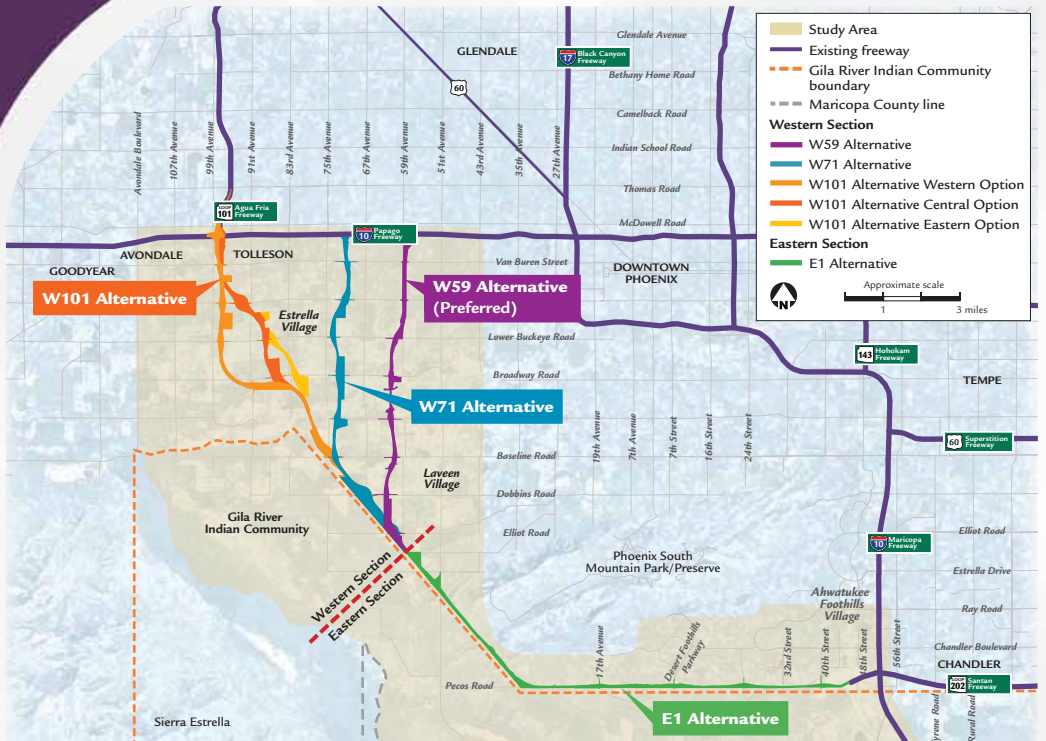


South Mountain

Transportation Corridor Study

Alternatives studied in the Draft Environmental Impact Statement



What is the status of the study?

The study team, led by the Arizona Department of Transportation and the Federal Highway Administration, continues to follow the federal process defined by the National Environmental Policy Act, to complete a Draft Environmental Impact Statement for the study. Currently, ADOT is revising the Administrative Draft EIS, and Location and Design Concept Report to include changes to the Maricopa Association of Governments' *Regional Transportation Plan*. These changes include reducing the overall "footprint" of the freeway to eight lanes (three general-purpose lanes and one HOV lane in each direction) and evaluating a revised connection with Interstate 10 at 59th Avenue.


Why have these changes occurred?

Maricopa County's half-cent sales tax for transportation projects, approved through

Proposition 400 in 2004, is the RTP's major funding source and provides more than half of the revenue.

Responding to the budget shortfall created by declining revenue, MAG began to study methods to reduce freeway project costs. Additionally, during the South Mountain Freeway study the public expressed concern about the number of proposed residential and business acquisitions and about some of the potential impacts of the proposed freeway. Acknowledging these community concerns and addressing declining revenues, strategies were examined to reduce impacts including project costs and needed right-of-way. For the South Mountain Freeway Study, this analysis resulted in two key changes:

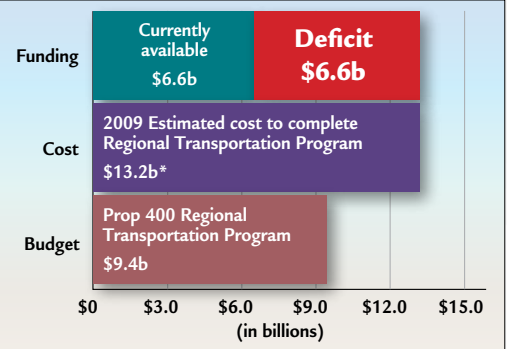
- reduce the proposed freeway to eight lanes (from the previous 10-lane concept), thereby reducing the right-of-way needed; and
- shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue).



ON THE MOVE
PARTNERS IN PROGRESS

South Mountain

Transportation Corridor Study



*Does not include projects obligated through 2011

Source: Maricopa Association of Governments 2009

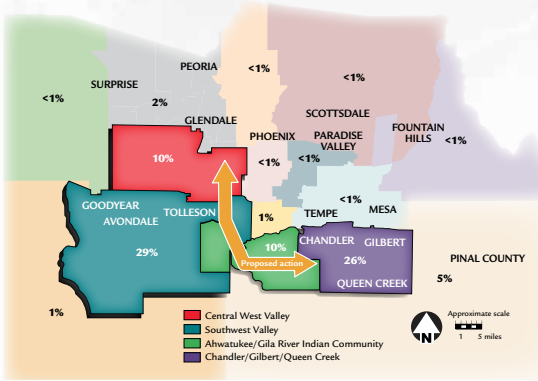
Estimated freeway program costs

In October 2009, MAG's Regional Council voted to approve the revised regional plan which included these changes. For more information regarding the RTP, please visit the MAG Web site at www.mag.maricopa.gov.

What is the Draft Environmental Impact Statement?

The National Environmental Policy Act requires that EISs be prepared for all major federal actions (or those involving federal funding) that could significantly affect the environment. The initial assessment of significant environmental impacts is published as a Draft EIS for public and agency review and comment. In its *Purpose and Need* chapter, the Draft EIS documents the need(s) for the proposed project, describes what the purpose of the project is, and discusses the likely societal, transportation, and economic consequences of not implementing the proposed project.

Determination of what type of project would best meet the identified project purpose and need involves



Addressing mobility needs in the MAG region

Seventy-five percent of vehicles forecast to use the proposed freeway were shown to have origins and/or destinations near the proposed South Mountain Freeway. A freeway would be used by vehicles from the east and west areas of the MAG region, and would address east-west mobility needs.

1983	1985	1988	1994	1996	1999	2001	Sum
The Maricopa Association of Governments (MAG) prepares planning studies for the Phoenix metropolitan area that identify corridors for an integrated freeway network.	Maricopa County voters approve a half-cent sales tax to fund the MAG's Regional Freeway System.	A Design Concept Report (DCR) and a state-level Environmental Assessment (EA) are completed for the South Mountain Freeway.	Due to a funding shortfall, ADOT identifies the South Mountain Freeway as an "unfunded segment."	A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would later withdraw its proposal.	ADOT announces plans to resume completion of the Regional Freeway System, including an unspecified portion of the South Mountain Transportation Corridor.	ADOT begins preparing a new L/DCR and EIS to examine a broad range of alternatives to address the transportation needs in the southwest valley. Public input efforts begin.	The stu collect inform issues (transp corridor



Since 2001, ADOT and FHWA have implemented an extensive public and agency outreach program. Next steps and future opportunities to participate in the study process are outlined in the graphic on this page.

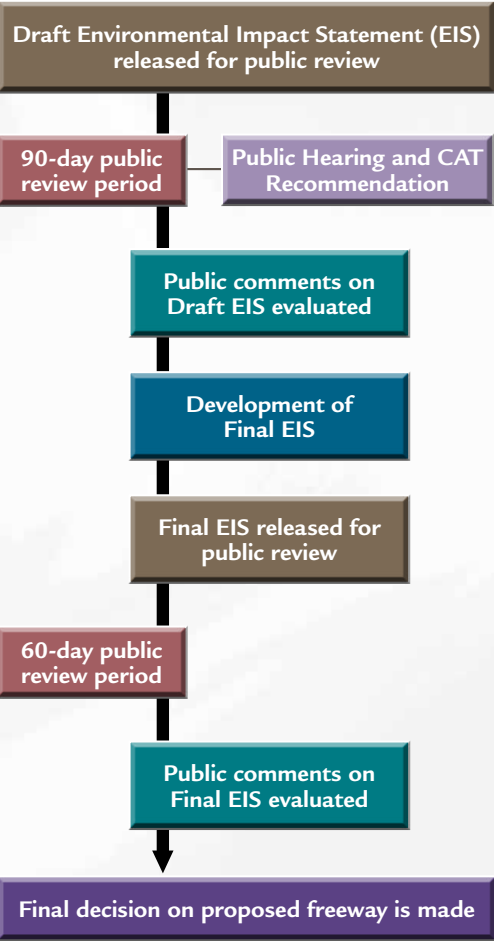
Citizens Advisory Team

Since 2002, ADOT and FHWA have worked with a Citizens Advisory Team that represents various groups in the South Mountain Freeway Study Area, holding approximately 56 meetings. Beginning in early 2010, the CAT will resume its work to review aspects of the proposed freeway and recommend whether it should be built. Following the public release of the Draft EIS, the CAT will provide a final recommendation of “action” or “no-action” for the proposed South Mountain Freeway.

Members of the community are welcome to attend the CAT meetings; time is generally available at the end of each meeting for public comments and questions. The information to be discussed at these upcoming meetings, and the information presented at the previous meetings, can be found on the study Web site at www.SouthMountainFreeway.com or by calling the project hotline.

Upon completion of the Administrative Draft EIS, it will be reviewed by FHWA and other governmental agencies. Following federal approval for public release of the Draft EIS, at least one public hearing will be held with an associated 90-day public comment period. The Final EIS will be available for public review during a 60-day comment period. After considering comments received on the Final EIS, FHWA will issue a Record of Decision. The Record of Decision will identify the selected alternative for the proposed project. If a build alternative is selected, MAG will allocate funding. In addition, ADOT and FHWA will continue to seek input from the public, agencies, and jurisdictions regarding the proposed freeway through the design phase and construction, if a build alternative is selected.

What are the next steps?



Summer/Fall 2001	Fall/Winter 2001	Fall 2003	Fall 2004	Fall 2005	June 2006	Fall 2009	2010 >>>>	
Study team establishes baseline information and on the transportation project.	The study team determines that there is a purpose and need to continue the study.	ADOT, FHWA and the U.S. Army Corps of Engineers concur on the three build alternatives plus options. These are carried forward into the Draft EIS for more detailed analysis.	Voters approve funding MAG's <i>Regional Transportation Plan</i> - including the South Mountain Freeway.	Public information meetings held. Expansive public input efforts continue throughout the study.	ADOT announces the W55 (55th Avenue) Alternative as the "preliminary preferred alternative" based on community input, economic impacts, environmental factors, and traffic analysis.	MAG revises the RTP to include changes to South Mountain Freeway to include reducing the freeway to eight lanes and shifting the Western Section alignment to 59th Avenue (W59).	Publication of Draft EIS and public hearing(s).	Expected final decision on the South Mountain Freeway.

For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com.

South Mountain
Transportation Corridor Study

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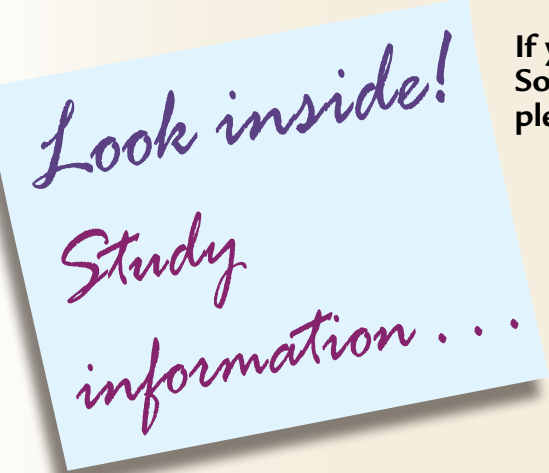
For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com.

How to Contact Us

If you have any questions or comments about the South Mountain Transportation Corridor Study, please contact:

- Hotline:** 602.712.7006
Web site: www.SouthMountainFreeway.com
Fax: 602.522.7707
E-mail: ADOT@hdrinc.com
Mail: South Mountain Corridor Study Team
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018

This document is available in Spanish by calling 602.712.7006.
Este documento está disponible en Español llamando 602.712.7006



ADOT Project No. 202L MA 054 H5764 01L
Federal Project No. NH 202-D(ADY)



South Mountain

Estudio del Corredor de Transportación

Alternativas estudiadas en el Borrador de la Declaración de Impacto de Ambiental

Área del Estudio

Autopista Existente

Comunidad India del Río Gila

--- Línea del Condado de Maricopa

Sección Occidental

- Alternativa W59
- Alternativa W71
- Alternativa W101 Opción Occidental
- Alternativa W101 Opción Central
- Alternativa W101 Opción Oriental

Sección Oriental

- Alternativa E1

¿Qué es el estatus del estudio?

El equipo del estudio, dirigido por el Departamento de Arizona de Transportación (ADOT) y la Administración Federal de Carreteras (FHWA), continúa siguiendo el proceso federal definido por la Acta Ambiental Nacional de Política (NEPA), para completar un Borrador de Declaración de Impacto Ambiental (EIS) para el estudio. Actualmente, ADOT esta revisando el Borrador Administrativo del EIS, y el Reporte de la Ubicación y Concepto de Diseño para incluir los cambios en el *Plan Regional de Transportación* de la Asociación de Gobiernos de Maricopa (MAG). Estos cambios incluyen la reducción de la “huella” general de la autopista a ocho carriles (tres carriles de uso general y un carril de HOV en cada dirección) y la evaluación de una conexión revisada con la Interestatal 10 en la Avenida 59.

¿Por qué han ocurrido estos cambios?

Los impuestos de ventas de medio-centavo del Condado de Maricopa Condado para proyectos de transportación, aprobado por la Proposición 400 en el 2004, son la fuente

mayor de fondos para el Plan Regional de Transportación y proporciona más que la mitad de los ingresos.

Respondiendo a la insuficiencia de presupuestos creados por los ingresos disminuidos, MAG comenzó a estudiar métodos para reducir costos de proyectos de autopistas. Adicionalmente, durante el estudio de la Autopista South Mountain el público expresó preocupación por el número de adquisiciones residenciales propuestas de negocios y acerca de algunos de los impactos potenciales de la autopista propuesta. Reconociendo estas preocupaciones de la comunidad y dirigiendo los ingresos disminuidos, estrategias fueron examinadas para reducir los impactos incluyendo los costos del proyecto y la necesidad de derecho de paso. Para el Estudio del South Mountain, este análisis resulto en dos cambios clave:

- reducir la autopista propuesta a ocho carriles (del concepto anterior de 10 carriles), con lo cual reduciendo el derecho de paso necesitado; y
- cambiar la alineación Occidental de la Sección entre la Calle Lower Buckeye y I-10 para conectar la Avenida 59 (en lugar de la Avenida 55).



South Mountain

Estudio del Corredor de Transportación

*No incluye a proyectos obligados hasta el 2011

Fuente: Asociación de Gobiernos de Maricopa, 2009

Costos estimados de programas de autopistas

En octubre del 2009, el Consejo Regional de MAG votó para aprobar el plan revisado regional que incluyó estos cambios. Para más información con respecto al RTP, visite por favor el sitio web de MAG en www.mag.maricopa.gov.

¿Qué es el Borrador de Declaración de Impacto Ambiental?

La Acta Política Nacional Ambiental exige que las Declaraciones de Impacto Ambientales sean preparadas para todas las acciones federales principales (o las involucradas con fondos federales) que podrían afectar significativamente al medio ambiente. La evaluación inicial de los impactos ambientales significativos esta publicada como un Borrador de EIS para la revision y comentario del público y de la agencia. En el capítulo de *Propósito y Necesidad*, el Borrador de EIS documenta la(s) necesidad(es) del proyecto propuesto, describe el propósito del proyecto, y discute la probabilidad de consecuencias de la sociedad, el transporte, y la economía si no se implementa el proyecto propuesto.

Determinación del tipo de proyecto que podría satisfacer mejor el propósito y la necesidad del proyecto identificado consiste en examinar y refinar una serie de alternativas

Fuente: MAG, 2009

Dirigiendo Necesidades de movilidad en la región de MAG

El setenta y cinco por ciento de vehículos pronosticados para utilizar la autopista propuesta fueron mostrados de tener orígenes y/o destinos cerca de la Autopista South Mountain. Una autopista sería utilizada para vehículos de las áreas orientales y occidentales de la región de MAG, y dirigiría las necesidades de movilidad del este-oeste.

1983	1985	1988	1994	1996	1999	2001	Verano 2002
La Asociación de Maricopa de Gobiernos (MAG) prepara estudios de planeación para el área metropolitana de Phoenix que identifica corredores para una red integrada de autopistas.	Los votantes del Condado de Maricopa aprueban un impuesto de ventas de medio-centavo para financiar el Sistema Regional de Autopistas de MAG.	Un Reporte del Concepto del Diseño (DCR) y una Evaluación Ambiental (EA) del nivel del estado son completados para la Autopista South Mountain.	Debido a una insuficiencia de fondos, ADOT identifica a la Autopista South Mountain como un “segmento no financiado.”	Un consorcio de empresas privadas propone construir la Autopista South Mountain como una carretera de peaje. El consorcio luego retiraría su propuesta.	ADOT anuncia planes para reasumir terminación del Sistema Regional de Autopistas, inclusive una porción inespecifica del Corredor de Transportación de South Mountain.	ADOT empieza a preparar un nuevo L/DCR y EIS para examinar un amplio espectro de alternativas para dirigir las necesidades de transportación en el sudoeste del valle. Los esfuerzos de opiniones públicas empiezan.	El equipo del estudio colecciona información y asuntos en el corredor de transportación.



pasos y oportunidades futuras de participar en el proceso del estudio están resumados en el gráfico de esta página.

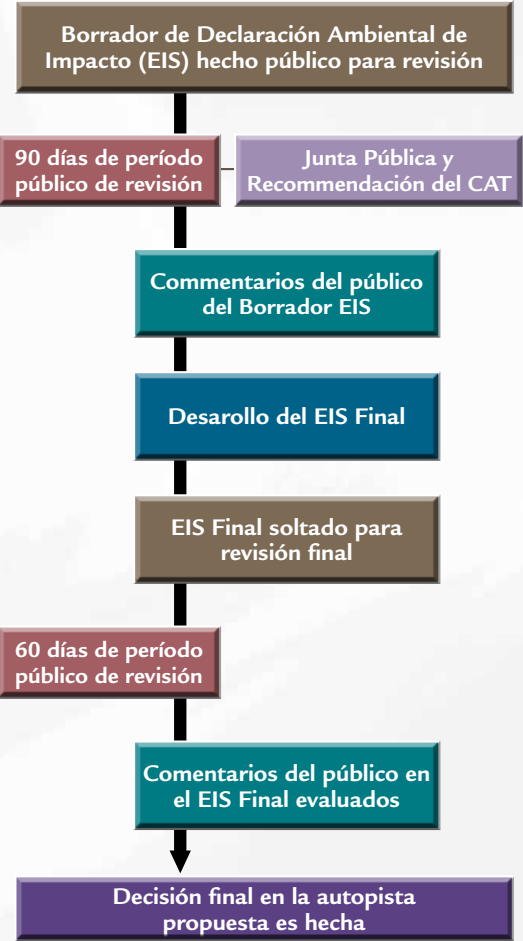
Equipo Consultivo de Ciudadanos

Desde el 2002, ADOT y FHWA han trabajado con un Equipo Consultivo de Ciudadanos (CAT) que representa a varios grupos del Área de Estudio de la Autopista South Mountain, se tuvieron aproximadamente 56 reuniones. A partir de principios del 2010, el CAT reanudar su labor para examinar los aspectos de la autopista propuesta y recomendar si debe ser construido. Tras el lanzamiento público del Borrador de EIS, el CAT elevará una recomendación final de “acción” o de “no acción” para el proyecto propuesto de la Autopista South Mountain.

Los miembros de la comunidad están invitados a asistir a las reuniones del CAT; en general el tiempo está disponible al final de cada reunión para comentarios y preguntas del público. La información que se discutirá en estas próximas reuniones, y la información presentada en las reuniones anteriores, se puede encontrar en el sitio del estudio de web en www.SouthMountainFreeway.com o llamando a la línea directa del proyecto.

Al finalizar el Borrador de EIS de Administración, será revisado por FHWA y otras agencias gubernamentales. Después de la aprobación federal para el lanzamiento público del Borrador de EIS, por lo menos una junta pública se llevará a cabo con un período asociado de 90 días para comentarios del público. El EIS Final estará disponible para revisión pública durante un periodo de 60 días para comentarios. Después de considerar los comentarios recibidos sobre el EIS Final, FHWA emitirá un Récord de Decisión. El Récord de Decisión identificará la alternativa seleccionada para el proyecto propuesto. Si una alternativa construida es seleccionada, MAG asignará fondos. Además, ADOT y FHWA continuarán a buscar la opinión del público, de las agencias, y de las jurisdicciones con respecto a la autopista propuesta durante la fase de diseño y construcción, si una alternativa de construcción es seleccionada.

¿Qué es los próximos pasos?



Estamos aquí

Año/Evento	Otoño/Invierno 2001	Otoño 2003	Otoño 2004	Otoño 2005	junio 2006	Otoño 2009	2010					
del elecciona ón de intos ador de ación.	El equipo del estudio determina que hay un propósito y necesidad de continuar el estudio.	ADOT, FHWA y el Army Corps de los Estados Unidos de Ingenieros están de acuerdo con las tres alternativas de construir más opciones. Estos son llevados hacia adelante en el Borrador EIS para análisis más detallado.	Los votantes aprueban la financiación del Plan Regional de Transportación de MAG – incluyendo a la Autopista South Mountain.	Se tuvieron reuniones públicas de información. Esfuerzos de opinión pública expansivos continúan a través del estudio.	ADOT anuncia la Alternativa (la Avenida 55) W55 como la “alternativa preliminar preferida” basada en la opinión de la comunidad, impactos económicos, factores ambientales, y en análisis del tráfico.	MAG revisa el RTP para incluir los cambios a la Autopista South Mountain para incluir la reducción de la autopista de ocho carriles y cambiar la alineación de la Sección Occidental a la Avenida 59 (W59).	La publicación del Borrador EIS y juntas públicas.	La decisión final esperada sobre la Autopista South Mountain.				

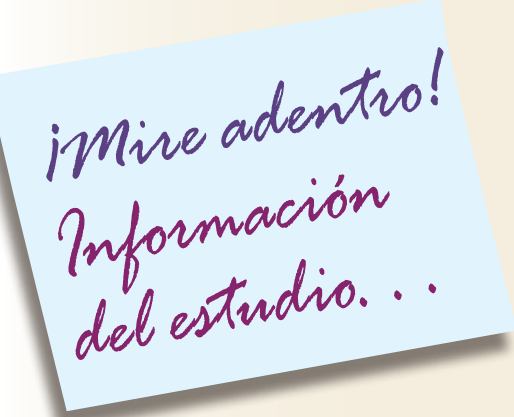
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South Mountain
Estudio del Corredor de Transportación

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Para más información con respecto a este estudio, visita por favor el sitio web del estudio en www.SouthMountainFreeway.com.



Cómo Contactarnos

Si usted tiene cualquier pregunta o comentarios acerca del Estudio del Corredor de Transportación de South Mountain, por favor contacte:

- Línea directa: 602.712.7006
- Sitio web: www.SouthMountainFreeway.com
- Fax: 602.522.7707
- Correo electrónico: ADOT@hdrinc.com
- Dirección: South Mountain Corridor Study Team
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018

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SOUTH MOUNTAIN FREEWAY 59TH AVENUE CONNECTION MEETING

Your property may be impacted!

Please join us for a public information meeting to discuss how the proposed South Mountain Freeway connection at 59th Avenue and Interstate 10 might affect you and your property.

**February 10, 2010
6 P.M.—8 P.M.
Presentation at 6:15 P.M.
Sunridge Elementary School
Cafeteria
6244 W. Roosevelt Street
Phoenix, AZ**

The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the right-of-way processes and schedule, and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

For additional study and meeting information or to submit comments in writing, please contact ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: ADOT@hdrinc.com; phone: 602.712.7006; or fax: 602.522.7707. Written comments should be submitted by February 24, 2010.

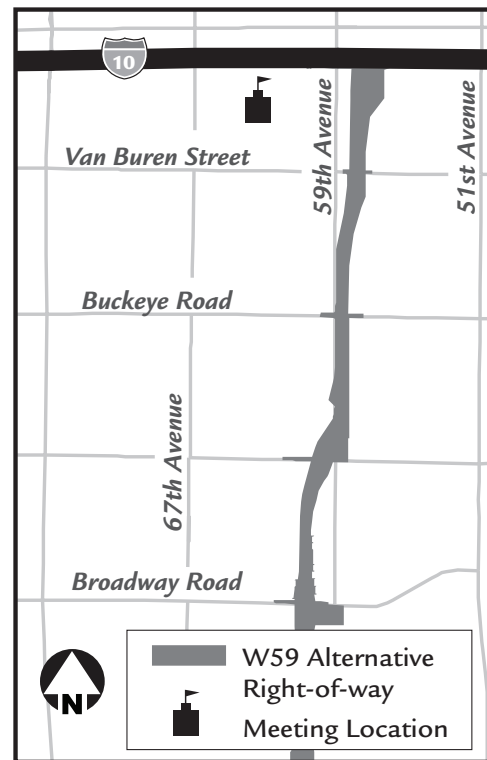
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Este documento está disponible en español llamando 602.712.7006.

For more information, please visit www.SouthMountainFreeway.com

ADOT Project No. 202L MA 054 H5764 01L

Federal Project No. NH-202-D(ADY)
February 2010



AUTOPISTA SOUTH MOUNTAIN REUNIÓN DE LA CONEXIÓN DE LA AVENIDA 59

¡Su propiedad puede ser impactada!

Acompañenos por favor para una reunión de información pública para discutir cómo la conexión propuesta de la Autopista South Mountain en la Avenida 59 y la Interestatal 10 quizás le afecten a usted y su propiedad.

**10 de febrero de 2010
6 P.M.—8 P.M.
Presentación a las 6:15 P.M.
Sunridge Elementary School
Cafetería
6244 W. Roosevelt Street
Phoenix, AZ**

El propósito de la reunión es de proporcionar una vista general del estudio y la conexión propuesta en la Avenida 59, discutir los procesos del derecho de paso y el programa, y proporcionar la oportunidad para miembros de la comunidad de hacer preguntas y proporcionar su opinión. Una presentación breve con respecto a las recomendaciones será hecha en la reunión, seguida por una casa abierta donde representantes del equipo de estudio estarán presentes para contestar preguntas.

Para información adicional del estudio y la reunión o para presentar comentarios por escrito, por favor contacte a ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018. Correo electrónico ADOT@hdrinc.com; tel: 602.712.7006; o fax: 602.522.7707. Los comentarios por escrito deberán ser presentados antes del 24 de febrero de 2010.

Acta de los ciudadanos americanos con limitaciones físicas (ADA): las personas con alguna limitación física pueden solicitar adaptación razonable tal como un intérprete en lenguaje de signos, llamando al 602.712.7006. Las solicitudes deben ser presentadas lo antes posible para organizar el alojamiento. Este documento está disponible en formatos alternativos contactando a Heather Honsberger al número telefónico descrito arriba.

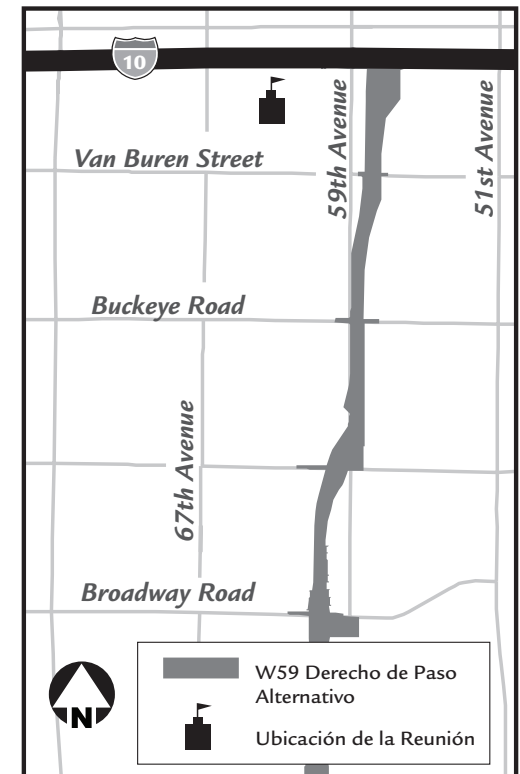
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Para más información, por favor visite a www.SouthMountainFreeway.com

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No. de Proyecto ADOT 202L MA 054 H5764 01L

No. de Proyecto Federal NH-202-D(ADY)
febrero del 2010

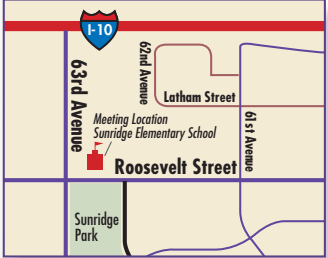


South Mountain

Transportation Corridor Study

PUBLIC INFORMATION MEETING

FEBRUARY 10, 2010
6 P.M.-8 P.M.
PRESENTATION AT 6:15 P.M.




Sunridge Elementary School Cafeteria
6244 W. Roosevelt Street
Phoenix, AZ

Study Update!

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SOUTH MOUNTAIN FREEWAY UPDATE

59th Avenue Connection Meeting



ADOT Project No. 202L MA 054 HS764 01L
Federal Project No. NH 202-D(ADY)

The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments' Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

- Reduce the proposed freeway to eight lanes (from the previous 10-lane concept)
- Shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue)




This public information meeting will be held to discuss how a South Mountain Freeway connection at 59th Avenue might affect you and your property. The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the study and right-of-way processes and schedule,

and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

For additional study and meeting information or to submit comments in writing, please contact ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: ADOT@hdrinc.com; phone: 602.712.7006; or fax: 602.522.7707. Written comments should be submitted by February 24, 2010.

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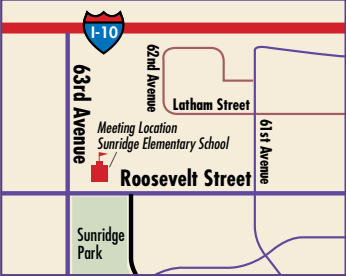
For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com.

South Mountain

Estudio del Corredor de Transportación

REUNIÓN DE INFORMACIÓN PÚBLICA

10 DE FEBRERO, 2010
6 P.M.-8 P.M.
PRESENTACIÓN A LAS 6:15 P.M.



Sunridge Elementary School Cafetería
6244 W. Roosevelt Street
Phoenix, AZ

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¡Actualización del Estudio!

ACTUALIZACIÓN DE LA AUTOPISTA SOUTH MOUNTAIN

Reunión de la Conexión de la Avenida 59

El Departamento de Transporte de Arizona y la Administración Federal de Autopistas continúan estudiando la propuesta para la autopista South Mountain, y le invita a asistir a la reunión pública para aprender acerca de recientes cambios sobre la conexión propuesta con la Interestatal 10. En respuesta a fondos disminuyéndose para proyectos regionales, el Consejo Regional de la Asociación de Gobiernos de Maricopa, votó en octubre del 2009 para aprobar el plan regional revisado. Los siguientes cambios fueron incluidos para la autopista South Mountain:

- Reducir la autopista propuesta a ocho carriles (del concepto previo a 10-carriles)
- Mover el alineamiento de la sección oeste entre la Calle Lower Buckeye y la I-10 para conectar con la Avenida 59 (en lugar de la Avenida 55)




Esta reunión de información pública se realizará para discutir cómo una conexión de la autopista South Mountain con la Avenida 59 le pudiera afectar a usted y su propiedad. El propósito de la reunión es proporcionar una visión general del estudio y la conexión propuesta con la Avenida 59, discutir el estudio y los procesos del derecho de paso y el horario,

así como ofrecer la oportunidad a los miembros de la comunidad para hacer preguntas y proporcionar su opinión. Se dará una presentación breve de las recomendaciones en la reunión, después seguirá una casa abierta donde los representantes del equipo de estudio estarán presentes para responder a preguntas.

Para información adicional del estudio y la reunión o para presentar comentarios por escrito, por favor contacte a ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018. Correo electrónico ADOT@hdrinc.com; tel: 602.712.7006; número de fax: 602.522.7707. Los comentarios por escrito deberán ser presentados antes del 24 de febrero, 2010.

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Este documento está disponible en español llamando 602.712.7006.



No. de Proyecto ADOT 202L MA 054 HS764 01L
No. de Proyecto Federal NH 202-D(ADY)

Para más información con respecto a este estudio, visite por favor el sitio web del estudio en www.SouthMountainFreeway.com.



ARIZONA DEPARTMENT OF TRANSPORTATION
AND FEDERAL HIGHWAY ADMINISTRATION
PUBLIC INFORMATION MEETING



**LOOP 202 SOUTH MOUNTAIN FREEWAY UPDATE
59th Avenue Connection Meeting**

The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments' Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

- Reduce the proposed freeway to eight lanes (from the previous 10-lane concept)
- Shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue).

This public information meeting will be held to discuss how a South Mountain Freeway connection at 59th Avenue might affect you and your property. The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the study and right-of-way processes and schedule, and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

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JULIE KIEWER
ADOT Phoenix
District Engineer

MICHAEL BRUDER
ADOT
Project Manager

FLOYD ROEHRICH
ADOT
State Engineer

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ADOT Project No. 202L MA 054 H5764 01L
Federal Project No. NH-202-D(ADY)

Arizona Republic – January 27 and February 3, 2010

Wednesday, February 10, 2010
6 p.m.—8 p.m.
Presentation at 6:15 p.m.
Sunridge Elementary School
Cafeteria
6244 W. Roosevelt Street
Phoenix, AZ



ARIZONA DEPARTMENT OF TRANSPORTATION
AND FEDERAL HIGHWAY ADMINISTRATION
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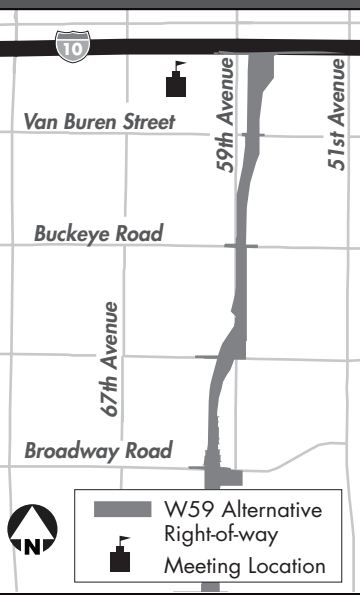
FLOYD ROEHRICH, JR.
ADOT
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ARIZONA DEPARTMENT OF TRANSPORTATION
AND FEDERAL HIGHWAY ADMINISTRATION



PUBLIC INFORMATION MEETING

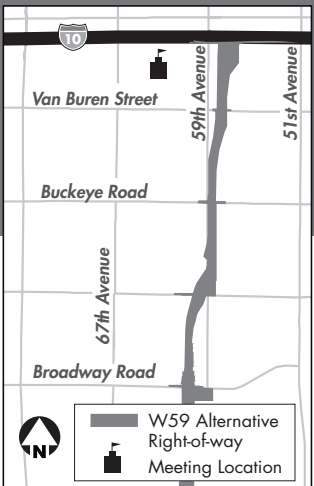
LOOP 202

SOUTH MOUNTAIN FREEWAY UPDATE

59th Avenue Connection Meeting

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6 p.m.—8 p.m.
Presentation at 6:15 p.m.

Sunridge Elementary School
Cafeteria
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Prensa Hispana – January 27 and February 3, 2010

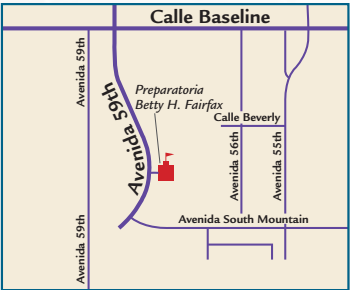
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South Mountain

Transportation Corridor Study

JUNTA DE INFORMACIÓN PÚBLICA

MARTES, 22 DE FEBRERO, 2011
6 P.M.—8 P.M.
PRESENTACIÓN A LAS 6:15 P.M.



Preparatoria Betty H. Fairfax
Cafetería, Edificio #600
8225 South 59th Avenue
Phoenix, AZ 85339

Actualización de Estudio de Área de Laveen!

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SOUTH MOUNTAIN FREEWAY UPDATE

February 2011

Proposed freeway alignment through Laveen

The Arizona Department of Transportation, the Federal Highway Administration and the Maricopa Association of Governments, in conjunction with the City of Phoenix, invite you to attend a public information meeting to learn about recent proposed options to the South Mountain Freeway through Laveen.

The purpose of this public information meeting is to present the W59 Alternative and two proposed options between Baseline and Elliot roads, from 63rd Avenue east to 61st Avenue. A brief presentation by the City of Phoenix regarding their recommendations will be

made at the meeting. ADOT will also provide information regarding the 63rd Avenue and 61st Avenue alternative options. An open house will be held following the presentations. In addition, members of the community will have the opportunity to ask questions and provide input during the meeting.


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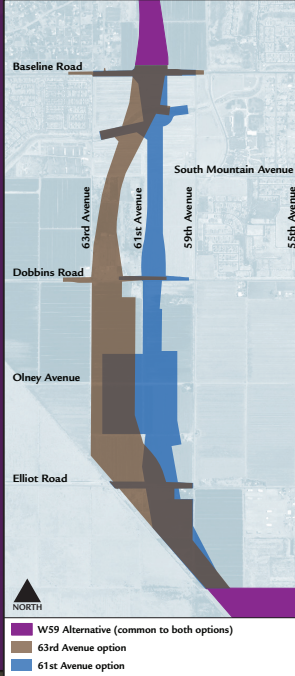
For additional study and meeting information or to submit comments in writing, please contact:

South Mountain Corridor Team	E-mail: ADOT@hdrinc.com
3200 E. Camelback Rd., Ste 350	Phone: 602.712.7006
Phoenix, AZ 85018	Fax: 602.522.7707

Please submit written comments by March 8, 2011.

ADOT Project No. 202L MA 054 HS764 01L Federal Project No. NH 202-D(ADY)





For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com

South Mountain

Transportation Corridor Study

PRSR STD
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PHOENIX, AZ
PERMIT NO. 815

PUBLIC INFORMATION MEETING

**TUESDAY, FEBRUARY 22, 2011
6 P.M.–8 P.M.
PRESENTATION AT 6:15 P.M.**

**Betty H. Fairfax High School
Cafeteria, Bldg. #600
8225 South 59th Avenue
Phoenix, AZ 85339**

*Laveen Area
Study Update!*

INFORMACIÓN MÁS RECIENTE-AUTOPISTA 202 SOUTH MOUNTAIN

Febrero 2011

Alineamiento propuesto del autopistaa través de Laveen

El Departamento de Transporte de Arizona, la Administración Federal de Autopistas y la Asociación de Gobiernos de Maricopa, en conjunto con la Ciudad de Phoenix, le invitan para que asista a la junta de información pública para conocer las opciones más recientes que se han propuesto del autopista South Mountain a través de Laveen.

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Descargo de responsabilidad: Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante a este estado o subdivisión política de este estado.

Para información adicional de la junta y del estudio o presentar comentarios por escrito, favor contacte:

South Mountain Corridor Team 3200 E. Camelback Rd., Ste 350 Phoenix, AZ 85018	Correo electrónico: ADOT@hdrinc.com Teléfono: 602.712.7006 Fax: 602.522.7707
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Favor presentar comentarios por escrito antes del 8 de marzo, 2011.

Proyecto ADOT No. 202L MA 054 H5764 01L Proyecto Federal No. NH 202-D(ADY)

Para más información con respecto a este estudio, visite por favor el sitio web del estudio en www.SouthMountainFreeway.com

25 WEEKEND » FEBRUARY 5, 2011

Cavanaugh opposed the boycott and sent e-mails to members of both unions citing disappointment and concern about their actions. The e-mail led to a complaint by the Goodyear Police Officers Association alleging violations of the city charter and that the mayor used a political position to promote a private interest.

Former mayor

Cavanaugh supports Rassas, Freeman, four-year council candidate Jon Bohm and Antonucci. The former mayor has not yet contributed to campaigns or given political advice according to an e-mail sent to *The Arizona Republic*.

"I support them as a group because all our seek smaller and more responsive government," Cavanaugh said. "(They) will put the citizen first in contrast to the existing and recent council which placed our staff employees as government's first priority."

Rassas, whose business was boycotted in the summer, said support from Cavanaugh is an honor because the former mayor helped improve safety.

"His work to widen Interstate 10 means less lives are lost along that corridor," said Rassas.

ARIZONA DEPARTMENT OF TRANSPORTATION AND FEDERAL HIGHWAY ADMINISTRATION
PUBLIC INFORMATION MEETING

LOOP 202 SOUTH MOUNTAIN FREEWAY UPDATE
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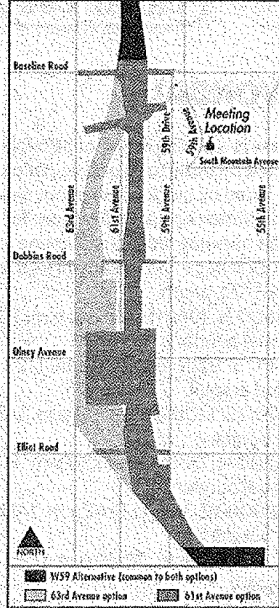
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JULIE KLEWER
ADOT Phoenix Construction District Engineer

CHAUN HILL
ADOT Project Manager

FLOYD ROEHRICH
ADOT State Engineer

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www.SouthMountainFreeway.com



11

SMCC Laveen | Spring 2011 Classes
Laveen Elementary School • 5001 W. Dobbin Rd. • 480.227.7854
LATE START CLASSES IN LAVEEN!

Business Plan and Business Start-Up	MTuWTh	5:40 pm - 9:30 pm	2/07/11 - 2/17/11	2cr
State Seminar: Contract Writing	MW	5:45 pm - 9:15 pm	5/02/11 - 5/13/11	5cr
Business Operations	MTuWTh	6:00 pm - 9:20 pm	2/21/11 - 3/03/11	2cr
Business Bookkeeping And Tax Preparation	MTuWTh	6:00 pm - 9:20 pm	4/11/11 - 4/14/11	1cr
Business Marketing And Advertising	MTuWTh	5:40 pm - 9:30 pm	3/21/11 - 3/31/11	2cr
Business Marketing And Advertising	Sa	8:00 am - 4:30 pm	2/05/11 - 3/12/11	2cr
Managing Employees	MTuWTh	6:00 pm - 9:20 pm	4/04/11 - 4/07/11	1cr
Managing Employees	Sa	8:00 am - 4:30 pm	3/26/11 - 4/09/11	1cr
Marketing For Small Business	Sa	8:00 am - 4:30 pm	4/23/11 - 5/21/11	2cr
Projects	MTuWTh	6:00 pm - 9:20 pm	4/25/11 - 4/28/11	1cr
Spanish II	MW	6:00 pm - 7:15 pm	3/21/11 - 5/13/11	1cr

- FINANCIAL AID WORKSHOP
in • SMCC Technology Center — 2nd Floor
(Free Application for Federal Student Aid)

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class you want?
CALL US!
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Tuition: \$71 per credit plus a one-time per semester \$15 registration fee for in-state Maricopa County residents. Additional fees may be applicable for out-of-state and out-of-county residents.

A8 LA VOZ VIERNES 11 DE FEBRERO DE 2011

COMUNIDAD

ARIZONA

norteamericana, murrieta no lo hace desde afuera, sino a través de imágenes/imaginación/la gravedad-de-la-distancia.htm

EL DEPARTAMENTO DE TRANSPORTE DE ARIZONA Y LA ADMINISTRACIÓN FEDERAL DE AUTOPISTAS
JUNTA DE INFORMACIÓN PÚBLICA

INFORMACIÓN MÁS RECIENTE-AUTOPISTA 202 SOUTH MOUNTAIN
Alineamiento propuesto del autopista a través de Laveen

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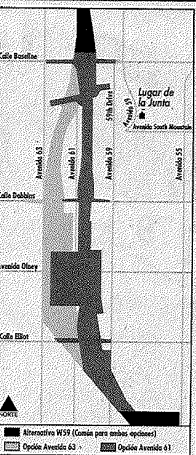
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JULIE KLEWER
Ingeniero/District Construction Phoenix/ADOT

CHAUN HILL
ADOT Director/Proyecto

FLOYD ROEHRICH
ADOT Ingeniero/Estado

ESTE AVISO DEL PERIÓDICO Y OTRA INFORMACIÓN DEL PROYECTO ESTÁN DISPONIBLES EN:
www.SouthMountainFreeway.com



Piden apoyo para niño quemado

POR SAMUEL MURILLO

Familiares del menor Joe Anthony Fernández, de 11 años, quien convalece debido a quemaduras graves en su cuerpo, establecieron una cuenta de banco para recaudar fondos para los gastos médicos.

El joven se encuentra en condición crítica en el Centro de Quemaduras de Arizona, donde fue ingresado el pasado 28 de enero luego de que sufriera quemaduras en el 95 por ciento de su cuerpo en un accidente en el traspaso de su casa en Youngtown.

De acuerdo con reportes, Joe Anthony se encontraba en una reunión familiar cuando ocurrió la tragedia. El menor intentó echar gasolina a un quemador de gas provocando una llamarada que le produjo quemaduras serias en casi todo su cuerpo. Meses antes, en la misma cuadra del domicilio de la familia, un joven fue víctima de un accidente similar. En ese caso, el menor Oscar Fuentes, de 14 años no sobrevivió. Los familiares de Joe Anthony se encuentran



EL NIÑO JOE ANTHONY FERNÁNDEZ SE ENCUENTRA EN ESTADO CRÍTICO EN EL CENTRO DE QUEMADURAS DE ARIZONA EN PHOENIX.

consternados por el accidente y hasta el momento no han querido dar declaraciones a los medios. Sin embargo, con apoyo de personal del Centro Médico del Condado Maricopa, accedieron a dar a conocer la apertura de una cuenta a nombre de Joe Anthony en el banco Wells Fargo. Si usted desea apoyar a esta familia, visite cualquier sucursal de Wells Fargo y entregue su donativo.

Contacte al reportero:
samuel.murillo@lavozarizona.com

Solamente El periódico The Arizona Republic del domingo

APPENDIX 6-3

SOUTH MOUNTAIN CITIZENS ADVISORY TEAM

Appendix 6-3, *Citizens Advisory Team*, includes examples of public questions submitted at SMCAT meetings, the criteria for evaluating alternatives developed by the SMCAT and the SMCAT letter to ADOT identifying the western section preferred build alternative.

Public Questions and Comments Received at SMCAT Meetings

The South Mountain Citizens Advisory Team began accepting public comments at the meeting held April 22, 2004. The summary below includes all meetings from that time through the April 27, 2006 meeting.

4-22-04

David Folts, Concerned Families along South Mountain Loop 202

Question: You state that the projected traffic for South Mountain Loop 202 would be 155,000 vehicles a day. Knowing this, is it possible to have up to 400 vehicles or more a minute traveling this road during heavy vehicle flow periods; i.e. 6-9 a.m. and 3-7 p.m.
Response: Theoretically, 400 cars per minute could use the ramp during rush hour, but there would be no cars throughout the day.

This additional technical information was provided after the meeting and will be distributed to the public at the next scheduled CAT meeting.

Based on computer traffic modeling calculated in 2001, it is estimated that a South Mountain Freeway would carry approximately 155,000 vehicles per day in 2025. This could equate to 39 vehicles per lane, per minute during the sing busiest hour of the day. To put this in perspective, 155,000 vehicles per day is the approximate level of traffic for I-10 between Ray Road and Warner today, in 2004.

Question: With the vehicle numbers and type from proposed I-10 reliever not being included at this specific time, would this have an improved effect on the air quality projections for the Environmental Impact Statement on this project? **Response:** We will use traffic numbers with the I-10 reliever corridor included in the model.

Question: Is I-10 reliever new? **Response:** Yes, part of the regional plan but needs to be developed through a similar planning process.

6-24-04

Shea Stickler, Citizen

Question: Since the onset of this project/committee, how many new homes have been sold and build between 38th Avenue to 99th Avenue north of Dobbins and South of I-10?
Question: How many homes are sold/built between each meeting; and by the time the project is defined, how much money will have been expended buying up newly sold land to make way for the route? **Response:** We are not sure.

Question: If this project is to be funded by a county sales tax; where is the county’s representation and what is its viewpoint? **Response:** Monthly Progress Team meetings are held and there are local and county representatives at those meetings. The intent of the CAT was to have representation from the general public.

J. Pima, Citizen

Question: At what point will the pursuit of “other” alternative routes be closed in the decision-making process? When will the draft report be published? **Response:** Draft EIS identifies preferred alternatives and final selection is the Record of Decision. Draft EIS for the West side would be early next year and full draft by end of 2005 depending on East side alternatives. The study has been boiled down to 3 reasonable build alternatives on the west side.

Comment: When my neighborhood does not show upon a map that is supposed to represent the route’s impact on my neighbors, you send the message that we aren’t important. **Response:** The team routinely updates aerial maps of the study area. Maps shown tonight were schematic and not intended to show every neighborhood. Technical analysis uses more detailed maps. West Side changes are happening rapidly and we work to stay current.

Chris Bale, Citizen

Question: Has the FHWA been involved in the design/construction of other non-interstate freeways? **Response:** Yes.

Question: Will this section of the 202 receive more funding from the Federal Government? If so, is this whole process being additionally held up because this freeway is I-10 to I-10? **Response:** The process makes this freeway eligible for federal money. Conducting a federal level EIS to make it eligible for federal money is a state decision. The Red Mountain and Santan freeways have all gone through NEPA process.

Tim, Citizen

Question: Do the traffic projections reflect the distribution of traffic bypassing Phoenix versus “internal” (within the county) traffic? Which use has priority in terms of routing (i.e., Pecos, Queen Creek, Riggs)? **Response:** Traffic numbers are for total traffic. We have estimated the percentage that is pass through vs. local. We have not studied traffic for Queen Creek or Riggs Road because they are not part of the current analysis.

Kent Oertle, Citizen

Question: We need a traffic study that is current in order to plan properly. How long would it take to complete a traffic analysis which includes 30-year population projects? Since it will take 10-15 years to complete, 30-year projections may not be enough. **Response:** In the past we have used 20-year projections and are now change to 25-year projections to meet traffic needs 20 years after the project is built. MAG is working to establish a model that can handle 2030. We do not have an estimate of when we will get the 2030 from MAG.

7-22-04

Ross Hendrix, Ahwatukee

Question: What percent is “pass through,” that is Tucson to California traffic?

Response: The great bulk of the traffic is local or regional traffic. MAG estimates that only about three percent of the traffic would be “pass through.”

9-23-04

Wilfred Wellington, Sacaton

Question: Is the same formula used in land appraisals on reservation lands? **Response:** The same formula is used to appraise land on or off the reservation.

Bill Ramsay, Phoenix

Question: 1) Please describe methodology used to calculate traffic volumes. 2) Is the resulting number a (a) mean or (b) median? **Response:** Information to be provided at the next meeting.

(Anonymous)

Question: What is the cost difference between at, above and below grade elevation? **Response:** Numerous factors determine construction costs. Typically, the least expensive is at grade and the most expense is depressed.

12-2-04

Larry Lee, Phoenix

Question: Is there a study to show us the crime statistics? **Response:** This is not traditionally studied in an EIS. However, this comment will be taken under consideration by the study team.

Question: Is there any thought to making use of light rail along the Pecos route? **Response:** Light rail corridors are identified by MAG and Valley Metro. Currently I-10 west is the only corridor being pursued.

Question: I heard Pecos has already been selected by ADOT. **Response:** This is not true.

David Folts, Ahwatukee

Question: Is it possible to use South Mountain as a secondary route to Canamex? **Response:** SR85 to US93 is under study as the Canamex.

Question: What percentage of commercial traffic would use South Mountain as a bypass? **Response:** Initial analysis shows about 10 percent, which is comparable to many current Valley freeways. We will continue to look at this issue and the information will be brought to this group.

Question: How many vehicles per minute can we expect? **Response:** The original projection was about 150,000 vehicles per day, and now we are looking at about 170,000. Peak hours are usually at about 10 percent of that figure.

Question: How many acres of South Mountain Park will be taken? **Response:** The original study showed 40-50 acres.

Question: What approvals would be needed to build a highway through South Mountain Park? Have any already given their approval? **Response:** FHWA would have to approve a 4(f). There would be many agencies involved including EPA and the Department of the Interior.

Question: How many feet wide will South Mountain Loop be including on and off ramps. **Response:** 800 feet is typical; 1800 feet if the area is skewed.

Question: Will air quality improve, get worse, or stay the same within a half-mile of the freeway? **Response:** Air quality will be analyzed in the EIS.

Bill Ramsay, Phoenix

Question: What is the total number of vehicles – commercial and private passenger – expressed as a percentage of the total number of vehicles on Maricopa County Freeways, that the South Mountain Freeway is expected to carry per day? **Response:** I don't know. We will get back to you on this question.

1-27-05

David Folts, Concerned Families Along South Mountain Loop 202

Question: Many questions concerning the human environment were submitted and asked to be included in the EIS. Is there a section on the EIS for Human Environment? (lungs, asthma, crime pollutants ingested by living near and breathing this air for 20 years) If not, why? **Response:** Information not available at this meeting will address at the February meeting.

Question: If someone lived within a ¼ mile of this highway for 20 years, would he see decreased lung function from living so close to South Mountain Loop 202 being that this highway could be used as a bypass for commercial diesel traffic? **Response:** Information not available at this meeting will address at the February meeting.

Question: If you are certain as to where the intersections will be on the Ahwatukee section of proposed South Mountain Loop 202 where are the drawing showing all this? Sure you must have at least a single line AutoCAD drawing showing this proposed highway. Why is ADOT still showing proposed South Mountain Loop 202 as a yellow line on today's handout and not a more detailed drawing? **Response:** The alternative shapes shown on the handout represent the technical study right-of-way requirements for each of the action alternatives. Preliminary geometry was used to determine these shapes for EIS study purposes. Final design of the freeway mainline and all interchanges cannot and will not be completed until after the study process has resulted in a record of decision on the EIS. Preliminary geometry will be presented in ADOT's Location / Design Concept Report. Detailed geometry will be determined during final design and presented at that time.

Question: About ½ way down Pecos Road in Ahwatukee, there is a portable box 8'X12' structure that resembles an Environmental Sampling station. 1) Did ADOT or an agent of ADOT put this structure here? 2) What specific functions are happening in this structure? **Response:** The box is a cell phone tower and has nothing to do with ADOT.

Question: With all the growth beyond the boundaries of loops 202 and 303 happening today (SanTan, Maricopa, etc.) why isn't ADOT planning highways beyond these areas to stay ahead of the curve instead of shoe horning a highway into a heavily populated area? **Response:** The Regional Transportation Plan (Prop 400) adopted by the voters does include studies beyond the Loop 303.

Question: How close can this highway and interchanges be built to a home or school? Is there a buffer or minimum distance for any aspect of this highway that will border school or private homes? **Response:** Like to have a clear zone between road and end of right-of-way where possible. There is no standard or policy on the distance.

Question: Will hazardous cargo be allowed on this highway and if so will there be a plan/procedure in place to lessen or eliminate injuries or fatalities for spills or accidents? **Response:** We do not know at this time.

Question: Will the incidence of asthma increases in children living along ½ mile South Mountain Loop 202 and if so by what amount? **Response:** Information not available at this meeting will address at the February meeting.

Question: Will birth defects be more prevalent among pregnant women living within ½ mile of this highway and if so what would the most predominant birth defect? **Response:** Information not available at this meeting will address at the February meeting.

Question: Can you name some of the pollutants from this highway that would find its way into a human's bloodstream and urine for people living within ½ mile of this highway? **Response:** Information not available at this meeting will be addressed at the February meeting.

Question: Because Ahwatukee schools are so close with one elementary school sitting alongside this proposed Highway what plans/procedures if any are in place to protect the children from adverse health effects from Highway pollution (diesel Exhaust) during high pollution advisories? Will the existing air filter system (HVAC) protect our children from PM 10 and PM 2.5? **Response:** Information not available at this meeting will address at the February meeting.

Question: Why aren't any of these CAT meeting for proposed South Mountain Loop 202 being held in the village of Ahwatukee? After all these residents will also be directly affected in many ways from this highway. **Response:** The meetings are held in the central portion of the study area to be equally convenient to the southwest valley and Ahwatukee residents.

Question: How many acres of South Mountain Park will be taken to build this highway?
Response: The study team is still investigating the potential land needed from South Mountain Park/Preserve associated with all action alternatives. For reference purposes, the 1988 alignment required approximately 40-50 acres of land from South Mountain Park/Preserve.

Dave Vontersch

Question: So is it a done deal that Pecos Road west of I-10 will be the location for freeway development? Please place a stake in the ground as far as final alignment and schedule and stick to it, there seems to be excess mods, changes, amendments, waffling and/or supplements!
Response: A decision has not been made. ADOT is continuing to meet with Gila River Indian Community.

2-24-05

David Folts, Concerned Families Along South Mountain Loop 202

Question: On 4/6/02 Concerned Families Along South Mountain Loop 202 send 13 questions concerning the human environment via Registered Certified US mail through the US Postal Service to EPA, ADOT, FHWA, HDR Engineering, AZ Gov, etc. In this letter we asked to share all 13 Questions included in the South Mountain EIS. I have recently found out some or most of the above mentioned questions will not be included in the EIS. Why? What could be in these questions to where the answers wouldn't be included in the EIS. Please explain.
Response: The project team has received and reviewed Mr. Folts letter with 13 questions. There will be a response to the questions in the draft EIS.

Question: If proposed South Mountain Loop 202 is built through South Mountain Park would there be any attempt to block this highway view from people enjoying the vistas of this park?
Response: Visual impact is one of the technical studies currently underway. The findings of that study will be shared with the SMCAT.

Question: Are there plans to close and rebuild relocate Lagos Elementary School while will sit right alongside this highway and if so why?
Response: If there is a direct impact on the school, the team will identify the impact and then evaluate potential mitigation measures.

Question: With Lagos Elementary School sitting right alongside proposed South Mountain Loop 202 is there a sufficient indoor HVAC air filtration system in place to filter out PM 2.5 and PM 10 mostly from diesel exhaust so this cannot enter the lungs of our children?
Response: The project team does not have the information to address this issue.

Question: I am asking ADOT to include and publish the results from the following study in the EIS and to the SMCAT members: "Links in the Womb Chromosome Damage to Elevated Exposure to Polycyclic Aromatic Hydrocarbons," published in February's

Journal of Cancer Epidemiology Biomarkers and Prevention, authored by Frederica Perera, Director of Columbia University Center for Children's Environmental Health.
Response: The project team will review this study.

Question: Will the fuel line that resides along proposed South Mountain Loop 202 have to moved, reclassified or other infrastructure put in place because of this proposed highway?
Response: Utility conflicts and potential relocations are one of the technical studies currently underway. The findings of the study will be shared with the SMCAT.

Question: If proposed South Mountain Loop 202 is not built can the city turn the excess land along Pecos Road into a greenway with walking and biking trails for everyone to enjoy possibly connecting the above-mentioned hiking trail to a trail in South Mountain Park?
Response: The City of Phoenix would need to address this issue.

Question: Would the City of Phoenix City Council have to approve the transfer of land from South Mountain Park to build this highway?
Response: The City of Phoenix would need to address this issue.

Question: Why was all of the information on proposed South Mountain Loop 202 removed from ADOT's main web? Should someone deny this please see attached e-mail from ADOT and read the response aloud.
Response: The information was not removed from the ADOT website. However, a recent redesign of the ADOT website has made it difficult to find the website. The public is encouraged to use the address www.southmountainfreeway.com to obtain direct access to the website. ADOT staff has been notified of this.

3-24-05

David Folts, Concerned Families Along South Mountain Loop 202

Question: Which agency completes the paperwork and process of (4f) of using South Mountain Parkland for this proposed highway? Which branch and department is responsible to see this process along?
Response: For Arizona Department of Transportation projects, FHWA has ultimate authority to deal with Historical Sites and Parks.

Question: What safeguards are in place if North American Indian Artifacts are found? Will there be enough time allotted to properly reclaim these items?
Response: The process to address cultural resources includes several steps. 1) Archeologists research documentation followed by field visits to document findings. 2) The report is reviewed by all recognized tribes and federal and state agencies. 3) Additional testing is done by digging small trenches. 4) The team creates a data recovery plan and all recovered artifacts will be handled per the approved plan.

Question: It appears that ADOT will need more land then the additional 50 acres stated by ADOT earlier. Last week I was shown additional acreage on the west end of South Mountain Loop 202 being reserved as a right of way. How many more additional acres of

South Mountain Park will be needed then previously stated? **Response:** We are still looking at alternatives to minimize impacts to the park and will report back on the impacted acreage.

Question: How many cubic yards of soil must be removed from South Mountain Park as to construct this highway through South Mountain Park? **Response:** The number has been calculated but is not available tonight. We will post to the website.

Question: Will noise levels in the classrooms at Lagos school before and after highway construction? If levels are above Federal permissible limits what action is planned? **Response:** We will ask noise author to address when the noise analysis is presented.

Question: Since it is very possible for South Mountain Loop 202 to be used as a bypass around Phoenix with quite a bit of the traffic being trucks, is there a more specific study taking into account such as diesel soot/diesel exhaust finding its way into Ahwatukee residents lungs for a realistic span of 15-20 years, i.e., children growing up in this neighborhood? **Response:** We will have a detailed air quality presentation when the technical report is completed.

Question: Was part of the decision to build South Mountain Loop 202 at or above grade along Pecos Road made to achieve better air quality standards? Does elevated or depressed highway design ever affect the air quality in the immediate area? **Response:** We will discuss this issue when we have the detailed air quality presentation.

Question: Who if anyone will measure the turbidity of the water as mentioned by Ralph from ADOT? How often will the water be sampled and tested? Who forwards the results to the EPA? **Response:** Turbidity of water measures cloudiness and/or sedimentation. It is tested by qualified professionals as determined by a plan to be set up between the contractor and ADOT.

Question: Is the Sierra Club member still a member of the SMCAT Group? **Response:** Yes. They will be appointing a replacement for Chad Campbell who is no longer able to attend the meetings.

William Ramsay

Question: How was the study area (red border on draft dated January 2005) determined? **Response:** We used the purpose and need to identify a geographic area. Some technical reports will look outside the study area, i.e., air quality. Please identify the street that constitutes the study area in Ahwatukee (running East-West). **Response:** It is approximately ½ mile North of Pecos Road.

Question: What requirement does ADOT and FHWA have to notify residents within the study area? **Response:** We are required to notify within study area. There are established guidelines but not specific requirements.

Question: Are realtors obligated to notify individuals purchasing homes within the study area of the potential impact of the proposed project? **Response:** It is common practice if a realtor has knowledge of a project, they should disclose.

(Anonymous)

Question: Why do the alternatives have to be south of Pecos? **Response:** Have looked at US60 extension to the west but didn't meeting the purpose and need of regional mobility.

4-28-05

David Folts, Concerned Families along South Mountain Loop 202

Question: Why doesn't ADOT how (publish on South Mountain web page) all the public meetings that they host or attend month by month; i.e., HOA, Village Committee, etc. thus allowing the public a chance to attend? **Response:** Any ADOT-hosted meetings are posted on the website. The team is invited to other meetings to present information and/or answer questions, but attendance at these meetings is determined by the host organization and may not be appropriate for the general public to attend.

Question: Last week I heard a process described, I think it was part of the 4F process. I heard a statement that a visual check on the surface of the ground would be completed for Indian Artifacts which would include pottery, burial grounds, etc. With this area being so close to the Gila Nation. There is a better way to complete this. There is a multitude of tolls/devices that can sense many different masses or objects many feet below the surface. **Response:** We are consulting with the appropriate agencies regarding the best method to survey for and address any findings.

Question: Will any test wells, i.e. ground contamination be affected by the construction of South Mountain Loop 202? If so, what process is used to insure that future data can still be tracked? **Response:** We will have to follow-up with that information.

Question: If ADOT didn't use any acreage from Alta Ridge of South Mountain Park, how many acres would still be needed on the southwest region of South Mountain Park to construct the South Mountain Loop 202? **Response:** That is still under study and is dynamic. We are looking at tunnels.

Question: Will the cost per mile of South Mountain Loop 202 rule out a semi or fully depressed highway? **Response:** That is not a primary decision point.

Question: Would the cost of tunneling through South Mountain Park overrule this type of construction on South Mountain Loop 202? Who would make the decision that this tunneling project would be too expensive? **Response:** "Extraordinary" costs will be discussed with the Federal Highway Administration.

Question: If the decision is made not to build South Mountain Loop 202, what other plans are in place to improve existing highway traffic specifically the Broadway curve on I-10? **Response:** A study is underway from SR51 to Santan freeway. Current alternatives

are to build a CD roadway (parallel freeway system). The alternative assumes that the South Mountain freeway is built.

Question: Does the Police Department have any data that show the incidence of crime (density) along existing highways? If they do can they please let our organization know how to get this information. **Response:** Ms. Navida provided her contact information.

Larry Landry, Phoenix Resident

Question: Isn't it true that at the end of the process ADOT will present a draft EIS and FHWA will accept or not? Don't all the consultants work for ADOT? When will a North/South freeway alignment be recommended by ADOT?

5-26-05

David Folts, Concerned Families Along South Mountain Loop 202

Question: What approximate date will the draft EIS be published? **Response:** Fall of 2006, however, this is subject to change.

Question: How close will proposed South Mountain Loop 202 be to San Juan Drive in South Mountain Park? **Response:** We don't have dimensions, this will vary based on the alternatives, such as a cut-section or tunnel.

Question: How many acres of South Mountain Park are taken to build SMCAT Alternative 1? Include areas used for drainage, lighting and right-of-way areas. **Response:** Don't know at this time. This will be shown in the final analysis.

Question: Do the traffic flow volumes also include traffic from the I-10 Reliever? **Response:** Yes, the model includes projected traffic from I-10 reliever.

Question: Do the no-build traffic flow volumes take into account the improvements that are planned along I-10 that were discussed in last month's meeting? **Response:** Yes.

Question: At last month's meeting I asked about the Section 4(f) process and how the procedure of a visual check for American Indian Artifacts was insufficient way to complete this with all the instruments now available to identify certain materials underground. Why isn't ADOT FHWA and HDR Engineering using ground penetrating radar to identify any American Indian artifacts below the soil? Many of these tools sell for \$3000-\$4000 and many businesses perform this service in such a situation. I would like this question entered in the meeting minutes. **Response:** At this stage of the process research is performed and visual surface surveys. We don't do more until we are on the property.

Question: Does ADOT, FHWA or HDR Engineering do any geophysical surveys (ground penetrating radar) as a standard process before building a highway? If this is not a standard process what makes this tool necessary when designing and building a highway? **Response:** No. This is traditionally later in the process.

Question: You show projected traffic flows in 2025. Why not show the percent of cars and include the percent of trucks using South Mountain Loop 202 including the truck traffic from the I-10 Reliever? **Response:** This is the first phase of traffic information. More information is forthcoming.

Clayton Danzeisen, Danzeisen Dairy and Maricopa County Farm Bureau

Question: Who will make the final decision concerning the route South Mountain freeway will take? **Response:** This is a joint ADOT and FHWA decision.

Question: Can ADOT eliminate the line starting with GRIC right now? **Response:** Due to South Mountain Park, we have to look at all options as long as they are a possibility.

Question: Does the traffic model consider traffic coming through the valley from Quartzite, Tucson, or Flagstaff for instance? **Response:** Yes.

Question: Traffic model bubble – Does it work to have three lines? Such as, I-10 at Broadway 2003/no-build/build. **Response:** This is a good suggestion.

Question: Since the I-10 reliever will not be built until after South Mountain, wouldn't it be better to leave it out of the model? **Response:** Model looks at full build out at 2030.

William Ramsay

Question: If SMCAT concludes its meeting with the status of the South Mountain eastern terminus being undecided in the draft EIS, what public forum will be available for review and input on the final decision on the eastern alignment and terminus? **Response:** We would not say the CAT was finished with only a west side alternative. There would be ongoing public involvement.

Question: Is Lagos Elementary School officially considered Section 4(f)? **Response:** No. However, the ball fields and playgrounds are Section 4(f).

Question: If so, what neighborhoods surrounding Lagos are being considered as part of the Section 4(f) study? **Response:** Section 4(f) applies to a neighborhood only when it is eligible for historic designation.

6-23-05

David Folts, Concerned Families Along South Mountain Loop 202

Question: If this highway is built and audible levels measured in Lagos school are higher than federal law allows (noise from highway) what will be done to alleviate this potential problem? Will sound readings be taken before and after the highway is built? Will ongoing sound testing be completed as traffic continues to build years in the future? **Response:** The Draft EIS includes noise analysis and mitigation information. Noise readings are also taken after a freeway is built. The ADOT noise policy exceeds the federal guidelines. (ADOT allows less noise).

Question: At what point in the design or build out of a highway in Arizona is a survey done to find out what is under the earth/soil where the highway will sit? What type of readings are taken to see if rock, soil or other types of earth lie underground thus giving a clear picture on what must be removed for building highways. **Response:** During the EIS, geotechnical reports are reviewed. At the design phase, there is a complete report that includes borings.

Question: In a previous meeting I think possibly by HDR Engineering, they stated that 4 million cu. ft. of soil would need to be removed under one of the alternatives as the highway runs through South Mountain Park. What would ADOT or the contractor do with all this soil, gravel and rock where would it go? **Response:** The figure is 4 million cu. yards of soil. The contractor uses as much as possible within the project and makes the final determination on any remaining materials.

Question: Do the traffic volume maps take into account the price of gas/fuel one, two, ten and twenty years out? I ask this because the cost of fuel will have a very substantial effect on highway volumes as fuel reaches possible \$3 and \$4 a gallon price or beyond. **Response:** I don't believe this is an assumption, but will find out.

Comment: Don't forget to include the I-10 Reliever on the revised traffic volumes map. **Response:** This is included and appears on the copies of the maps, but unfortunately not on the map projected on the screen.

Comment: Two meetings ago a request was made for crime data in relation to existing highways. The SMCAT members were told there would be a six-month wait. Attached to this question are nine separate 2004 City of Phoenix crime density maps with major highways shown. Each map consists of separate crimes from homicide, auto theft, assault etc. Please make copies of these color key maps and hand them out to all the SMCAT members should they wish to view these. **Response:** We will do so with the caveat to members that there may or may not be a correlation of crime to freeways.

Matthew Alan Lord

Comment: I hope that the SMCAT does not decide to hold closed meetings. They are responsible for making decisions governing the taxpayer's money and residents' communities. While inaccurate reporting in the press is unfortunate, that is a risk we take by having a free press. As a researcher and as a citizen, I urge the SMCAT not to hold closed meetings. Perhaps a better response is to write to the editors of the offending news outlet so that they can ensure accurate reporting in the future. Thanks!

7-28-05

David Folts, Concerned Families Along South Mountain Loop 202

Question: Is it possible for the SMCAT to come up with alternative to no-build without having a continuous highway from east to west? **Response:** While such a vote is possible, constructing only half of the freeway will not be considered.

Question: Will the Co Nexus information gathered in the meetings be presented at public meetings other than the SM CAT meetings? **Response:** How the information will be presented has not been determined yet. However, some level of information will be included in the Draft EIS.

Question: Is it possible for a participant just not to vote if any of the answers do not fit his or her response? **Response:** Every member will vote on each question. However, each question will have a "don't know" option.

Question: Maybe the SMCAT members should frame the questions. **Response:** The questions will be framed by the members.

Question: ADOT made the statement that 25 tribes have been contacted about the cultural significance of South Mountain Park land. Can you please point out the land that is actually being considered and state why this land was selected for this process. What input if any will the 25 tribes have? **Response:** We do not know what land is significant to the individual tribes. That will be discussed during the consultation process.

Question: An archeological dig is happening in many areas where the new light rail transit where reside (sic). This present situation is finding North American Indian artifacts. Why isn't this being done along certain areas for South Mountain Loop 202? **Response:** During the study process, archeologists investigate previous studies within the potentially affected areas and perform non-ground disturbing field surveys. The determination of whether archeological digs are necessary or not would only be determined if a build alternative is selected. If digs are necessary, they would occur after this study process is complete.

William Ramsay

Question: Regarding voting model: Questions of safety should be deleted. 1. Safety is a given. Why wouldn't want safe highways and why would ADOT not automatically (not legible) into (not legible). 2. SMCAT members are not responsible for determining safety. Panel members are being asked to consider other topics that are more relevant, such as (not legible), relocation, etc. **Response:** The criteria used by the SuperRedTan CAT were developed by the CAT members. The relative operational safety of the alternatives was determined by the group to be important enough to vote on. Safety may or may not be an issue that this group will include in the criteria.

Charlotte Nahee

Comment: Most people in District 6 object to the freeway, but it is badly needed.

8-25-05

Alan Mann

Comment: My wife and I moved our family to Laveen in 1981, and have enjoyed raising our children in a rural setting. We know the changes are coming to our area. Laveen has

spent a lot of time and energy trying to plan for this. We would like to encourage you to choose the realignment for W55 to the west of the current proposal. To move to the east would destroy Laveen’s planning for a community. I would also support W71.

David Folts, Concerned Families Along South Mountain Loop 202

Question: What percentage of the 160,000 vehicles that are passing through South Mountain Park are trucks and what percentage are vehicles that are just passing through Phoenix? Please enter these questions in the EIS. **Response:** About 10 percent trucks; pass-through will be determined.

Comment: I would think it a good idea to allow a 10-minute discussion period before each Co Nexus vote so all the SMCAT members are up to speed on definitions and intent. **Response:** This is a good idea.

Question: Since South Mountain Loop 202 bypasses the center of the city and resides on the southern border, will South Mountain Loop 202 be the new Hazardous Cargo Route? If this is selected as a Hazardous Cargo Route will radioactive materials be allowed? Please describe some of the present hazardous cargo being transported on Hazardous Cargo Routes. Please enter this question in the EIS. **Response:** This was addressed as a previous CAT meeting and can be found in past meeting notes.

Question: Concerning particulate pollutions, are ultra fine particle (<0.1 to 2.5) microns predominantly derived from combustions of fossil fuels? Are these ultra fine particles a major component in vehicle emissions? **Question:** Do ultra fine particles (<0.1 to 2.5 microns) from vehicle emissions have a high content of potentially toxic hydrocarbons among all PM sources? Do ultra fine particles (<.01 to 2.5 microns) penetrate deeper into lung tissues than fine particles and if they do, can the particles trigger inflammation in the smaller airways leading to exacerbation of asthma and bronchitis? **Question:** If one had to relate living along this highway within 250 feet and being exposed to the highway traffic pollution, this would equate about to smoking how many cigarettes a day if any? Please enter this question in the EIS. **Response:** There will be a detailed air quality analysis coming.

Question: Can you name the interchanges on the west and south side of South Mountain Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be? **Response:** Currently, all interchanges are planned with the freeway going over the arterial street. The freeway would be approximately 25 feet above the arterial street.

Matthew Mellor, Citizen of Laveen

Question: Noting the congestion on US60 in Mesa and Tempe, why is the South Mountain freeway following the same pattern of intersections at every mile? (Elliott, Dobbins, Baseline, etc.) **Response:** This is not yet determined and remains under ongoing coordination.

Question: Due to the rapid development of west side/Laveen communities, available parcels (with limited residential impact) are quickly being consumed, would a push out

date (for a recommendation) by this body make a recommendation more difficult and more out of date? **Response:** We try to provide the best information available.

W. William Foster

Question: Were developers along 55th Avenue notified of this 55th Avenue alignment? Why is new residential development allowed near these corridors when this has been planned for so long? **Response:** Developers were notified. ADOT can’t prohibit property purchases. Development is at the discretion of the cities. Once ADOT owns right-of-way, signs can be posted. Those that show “future home of South Mountain Freeway” are related to purchases from the original environmental assessment in 1988. ADOT has not purchase land for this project since this new process began.

9-22-05

Question: What if Santa Maria was registered as a historical community? **Response:** Since it may be eligible for listing as a historic community the study team must look to avoid affects on it, including taking any property from within the community.

Comment: With the economy the way it is, I would have nowhere to move. This would also disrupt my family.

Comment: Why does it take so long to find a short cut. I am concerned about moving traffic.

Question: I haven’t received any flyers on this. **Response:** This was not our intent. We hand deliver newsletters to the homes and businesses within the study area. We also announce public meetings in the newspaper. However, any person who signs in tonight will receive future newsletters via the mail

Comment: What is the time frame? **Response:** After January 1, 2006, ADOT will select a westside preferred alternative. In the spring, we will announce where we believe a freeway would be built, if a build alternative is selected. There will be a comment period, with a final decision announced in the summer of 2007.

Comment: There is a new home development in the 71st Avenue area.

Serena Grimm, 105 N Linus Dr. #2079, Avondale, AZ 85323

Comment: My understanding is that one of the proposed sites of the freeway will cross 71st and Superior Rd. There are new houses being built on Superior Rd. Currently they are only plot #'s. I have bought one of these houses. Could you please comment on the exact plot #'s that would be affected “bought up” to build the freeway. Please mail me an answer at the above address. Thank you

Diane Hernandez, Santa Maria

Comment: I will attend the Estrella Village Planning committee to get info on how to make Santa Maria a historical area. It is extremely sad to think that we will be separated

from our neighbors, not to mention the financial hardship. I built my home there on a piece of land my parents gave me. At 47 and a single parent, I would not want to start over. We are extremely interested in saving our community.

Ruben M. Garcia, Santa Maria

Comment: What type of safety procedures for health is ADOT going to take? And, what type of sound barriers will be put in place to protect our children and our health from pollution. Health/noise etc.

Amelia C. Hernandez, 7029 W. Lower Buckeye, Santa Maria

Comment: I am a 65 year old widow about to retire. I have been looking forward to being able to stay in my safe surrounding. For the first time I have conveniences close by. I work at Fowler District for 32 years. If my home is taken away it will be like killing me. My husband died there. I have planted pecan, fruit trees and many plants that deceased teachers and family and friends have given to me. I have a son that is mentally sick. Everybody in the neighborhood knows him, thus the safety issue. I have a 17 year old CPS teenager that lives in my home just recently. My home is a five bedroom, 2 baths and my daughter and husband live there too, all with health issues. My other son lives in the back house, which will help with my measly retirement check. If my home is taken away I will loose all of this. Santa Maria has been my home for 45 years and all of the community is more like an extended family than neighbors. All I can ask is that you seriously put yourself in my position and let your conscious and our dear Lord guide you in this important decision. Everyone there feels the same. P.S. I would be one of the first to go. Santa Maria is a very family oriented and also sort of a retirement community with the inheritance going to our children.

Patricia Franco, daughter of Manuel Franco, Santa Maria Community

Question: 1. Can't you come up with other alternatives? Like building the freeway further south so it would go thru most of the desert, not communities that have been built here for more than 50 years. 2. Some people are hearing impaired. Is there any way to get microphones so we could hear better?

Frank Gonzales, Santa Maria

Question: This freeway going thru our township will disrupt our traditional way of life. Where will our residents relocate, especially our senior citizens? Properties everywhere are sky high. If this goes thru it causes a hardship on everyone including myself and family.

Alicia Brooks

Question: What will be the outcome if they decide to go through Santa Maria? I have lived there for 60 years. My father built the house I live in. Unfortunately, both my parents are deceased. They left the property to me. I will be retiring next year and looking forward to it. But, I can't even think about it if I lose my home. I also work for the state and am on a fixed income.

Olivia Escobedo

Comment: I have lived in Santa Maria for 50 years. There's a children's Mexican dance group that practices in a house in Santa Maria. Kids from 5-18 years old, to help kids off streets and drugs. We perform in different places. We also take kids on trips. This year was Hawaii, Mexico and Washington D.C. All the kids would miss all this if we were to move.

David Folts, Concerned Families Along South Mountain Loop 202

Question: Shouldn't the SMCAT group be allowed to schedule and decide on when they meet? After all aren't they the ones making the recommendation by voting for or against this project? It almost seems ADOT is forcing this citizens group into a decision before all this information can be digested. **Response:** This was reviewed tonight.

Question: A question was asked last month. "Can you name the interchanges on the west and south side of S. Mt. Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be"? The response was "Currently all interchanges are planned with the freeway going over the arterial street. The freeway would be 25 feet above the arterial street." Please define where the measurement of 25 feet starts and stops, i.e. from the lower road surface to the lowest structural member of the bridge? **Response:** This will be addressed at the next meeting.

Question: Earlier, ADOT mentioned removing 4 million cubic yards of soil from S. Mtn. To make way for the highway as it passed through S. Mtn. Park. Will some or all of this 4 million cubic yards of soil and rocks be used to construct the elevated interchanges? **Response:** To the extent possible, fill material is used within the project.

Question: Is there a strong association between childhood leukemia and other childhood cancers from vehicle emissions in major highway corridors? Please use "Distance Weighted Traffic Density in Proximity to a Home is a Risk Factor for Leukemia and other childhood cancers". This is a JAWMA study. Please enter this information in the S. Mtn. Loop EIS.

Question: Is the cancer risk higher for populations exposed within 2 kilometers off major freeway corridors and do mobile source emissions account for 90% of the cancer risk? Please use the MATES II Study when answering these questions and enter this in the S. Mtn. Loop EIS.

Question: Concerning particulate pollutions, are ultra fine particle (<0.1 to 2.5) microns predominantly derived from combustions of fossil fuels? Are these ultra fine particles a major component in vehicle emissions?

Question: Do ultra fine particles (<0.1 to 2.5 microns) from vehicle emissions have a high content of potentially toxic hydrocarbons among all PM sources? Do ultra fine particles (<.01 to 2.5 microns) penetrate deeper into lung tissues than fine particles and if they do, can the particles trigger inflammation in the smaller airways leading to exacerbation of asthma and bronchitis?

Question: If one had to relate living along this highway within 250 feet and being exposed to the highway traffic pollution, this would equate about to smoking how many cigarettes a day if any? Please enter this question in the EIS. **Response:** All particulate matter sources penetrate deeper. ADOT will have to determine if this appropriate to address in an EIS.

Question: Since South Mountain Loop 202 bypasses the center of the city and resides on the southern border, will South Mountain Loop 202 be the new Hazardous Cargo Route? If this is selected as a Hazardous Cargo Route will radioactive materials be allowed? Please describe some of the present hazardous cargo being transported on Hazardous Cargo Routes. Please enter this question in the EIS. **Response:** ADOT determines if a design feature makes a route a poor choice for hazardous cargo. Recent decisions for no HC include the I-10 tunnel, and a route over a river due to potential impacts to the river. If it is legal to haul the material and there is no exemption from ADOT, the material can be hauled on a freeway in general.

Comment: I would think it a good idea to allow a 10-minute discussion period before each CoNexus vote so all the SMCAT members are up to speed on definitions and intent. **Response:** Yes, we will allow time for discussion prior to the evaluation.

Question: Can you name the interchanges on the west and south side of South Mountain Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be? **Response:** This will be discussed in the design report.

Question: What percentage of the 160,000 vehicles that are passing through South Mountain Park are trucks and what percentage are vehicles that are just passing through Phoenix? Please enter these questions in the EIS. **Response:** This will be discussed in the traffic operations report.

10-20-05

William Ramsay

Question: What organization is responsible for rendering the records of decision?
Response: FHWA.

Question: At what point of the design phase would a “no Build” decision be made?
Response: At the record of decision.

Question: What would be the primary factor or considerations involved in a “no build” decision? **Response:** These are the same factors used in evaluating the other alternatives.

David Folts, Concerned families along SM & Loop 202

Question: If the new quiet asphalt is used in the construction of Loop 202, will this cause sound abatement walls to be much shorter or not constructed at all? After all, ADOT only

has to meet certain sound criteria and if it is met, why build walls? **Response:** This will be part of the noise technical report.

Question: Can ADOT explain sound abatement techniques on the elevated interchanges planned for S. Mt. Loop 202 as it passes through Ahwatukee. Will sound abatement walls be used on the elevated interchanges and if so how tall will the walls be? How many feet higher will the sound abatement walls be then the elevated interchanges? **Response:** This will be part of the noise technical report.

Question: Can ADOT supply 3 artists renderings of 3 typical elevated interchanges in Ahwatukee. Please provide elevations and show any sound abatement walls on other sound abatement design techniques. **Response:** We will forward this suggestion to ADOT for their consideration.

Question: A question was asked last week about the height of the elevated interchanges being measured from the surface of the grade/road under the structure. This question was asked because ADOT staked the height of the bridges would be 25 feet. What will be the highest point of the elevated highway in feet measured from the surface/grade of the highway? **Response:** Typical heights on arterials are about 25 feet. At railroad tracks, heights are about 30 feet.

Question: ADOT & HDR stated in the past that they would take photos (not video) of present housing and development then superimpose the complete highway alignment (all alignments West End) over the actual photo maps. This would show the best and latest birds eye view of this project on present day development. Does ADOT already have something similar to this? **Response:** This information is forthcoming in the video mentioned previously.

Question: Is a hard copy of the summary from the previous SMCAT meeting as shown on S. Mt. Corridor study web page given to each SMCAT member? (specifically answers to questions from the public gallery and SMCAT members) **Response:** Yes.

Question: During heavy rains in the summer, quite a bit of rain runoff will be collected in the drainage canal on Pecos Rd. The north or south side of S. Mt. Loop 202. What will be the retention time in days that standing water will sit in the collection canals during a 3 inch rain over 24 hours? How, if at all, will this water be released and where will it flow to, along the Ahwatukee section of S. Mt. Loop 202. **Response:** We are not able to answer this question at this time.

Question: The drainage channel that resides alongside the Ahwatukee section of S. Mt. Loop has the ability to hold what total volume of water in gallons from 51st Ave. to 40th Street? Will this standing water be treated to insure it doesn’t become a mosquito breeding ground for such diseases as West Nile Fever? **Response:** We do not have the technical experts in attendance.

Question: What % of the 4 million cubic yards removed from S. Mt. Park be used to construct the elevated interchanges on S. Mt Loop 202? **Response:** This requires an analysis of the material removed to determine if it appropriate for this use.

Question: How many feet out from the very center of the interchanges will the highway elevation start? What is the average, minimum and maximum rise over run in feet as you close in, then leave the interchange? **Response:** The maximum allowable grade is three percent, or three feet per one hundred feet.

Question: What is the deepest depression in feet used on Route 60 as it passed through Phoenix, Chandler, Tempe and Mesa? **Response:** The deepest depression in that area is 25 feet deep; however, some areas are only partially depressed and are at about 20-21 feet.

Question: If S. Mt. Loop 202 was fully depressed i.e. (60 feet depressed from grade) would this have the affect of giving Ahwatukee residents cleaner air? If so, why? **Response:** There will be an air quality technical report later in this process.

Question: If a change in design is made to fully depress S. Mt. Loop 202 as it runs south of Ahwatukee, would this have a tendency to force a new EIS or require more study and data gathering time for the existing EIS? **Response:** As long as the information is part of the draft EIS, a new EIS would not be required.

Jason Fifield (I am a homeowner near 83rd Ave and Lower Buckeye Rd.)
Comment: I am curious as to the studies that have been done in regards to growth in the West Valley. Are the growth projections being considered current (what are the date of the projection studies/figures)? I've seen in certain media that the West Side is expected to add upwards of 2+ million people in the next 15-20 years. I am concerned that any proposed routes east of 99th Ave. are very shortsighted of the coming West Side growth. Many of the West Side residents will be commuting to jobs on the East Side and with the explosive growth on the West Side there are certain to be many new jobs created that East Valley residents will commute to. Also, I know the committee has talked about semi-trucks using the South Mt. Fwy. as a bypass around downtown. With all the growth and increased traffic on I-10 is the committee factoring in all the other regular travelers passing thru Phoenix who would likely choose this new route over I-10. **Response:** We have MAG 2000 census data, and where appropriate will use the new 2005 data when we receive

11-3-05

William Ramsay
Question: The City of Phoenix completed, around 2001, and at a cost of nearly \$60 Million, a water and sanitary sewer project along Pecos Road west of 24th St. There has been no mention of how ADOT will treat tax. Please elaborate on how the proposed South Mountain Loop, using Pecos Road as the eastern alignment, will affect the City of

Phoenix's water system. **Response:** This is a repeat question. Further information will be available in the utility report.

David Folts, Concerned Families Along S. Mt. Loop 202
Question: In previous meetings ADOT & FHWA has sat about 15 feet away of their own table. Why are they now seated with the SMCAT members? Will the ADOT & FHWA people sitting at the SMCAT table be also voting on S. Mt. Loop along with the remainder of the Advisory Team? **Response:** They are sitting at the table so that they can better answer CAT questions. At the onset of the meeting, I asked CAT members if they would like ADOT and FHWA to return to the table and they agreed. ADOT and FHWA will not be at the table during the evaluation process.

Question: Will ADOT or FHWA do any form of underground radar mapping for Native Cultural Sights along S. Mt. Loop 202, also along the washes that will have increased flow as they travel away from S. Mt. Loop 202? Wouldn't it be better to locate and properly move the cultural finds beforehand than disturb it and try to deal with this after the fact? **Response:** This is a repeat question.

Question: I have heard that somewhere between 30 to 65 acres of land will be taken from S. Mt. Park for S. Mt. Loop 202. The most recent plans show how many acres are to be taken from S. Mt. Loop 202. **Response:** This information is in a forthcoming report.

Question: Why aren't the people of Laveen, Tolleson Ahwatukee and the other communities along S. Mt. Loop 202 given the same consideration when building highways through their community? This question specifically concerns the design of depressed highways in heavy residential areas. **Response:** We are looking at options for depressing the freeway in all communities where feasible.

Question: How many wells are in the path of S. Mt. Loop 202? How many wells will be redrilled to replace the wells that will be put out of service? Is part of SRP's recent well expansion happening because of the above-mentioned questions? **Response:** The number of wells is recorded in the technical reports, but I don't recall these numbers.

Question: Can ADOT show 2 artist renderings of the elevated interchanges with the sound and noise abatement techniques that will be used to lessen impact to the human environment? **Response:** This is a repeat question. We don't have a graphic for noise.

Question: Can ADOT show 3 (artist renderings) examples of what the elevated interchanges will look like along S. Mt. Loop 202? **Response:** This is a repeat question. There are some visuals coming and we will talk with ADOT about the renderings.

Question: In Nevada a school was relocated away from a highway that was going to have lanes added. This decision was made in federal court partly due to air standards within a few 100 feet of the highway. Does this court ruling have any affect on schools that will reside along S. Mt. Loop 202? **Response:** As stated earlier, this information was

given to HDR and copies forwarded to ADOT and FHWA. These issues are being considered and further information will be included in the air report.

Larry Lee, Foothills Mountain Ranch, Resident

Question: Just north of the church at 24th St. there is a dry well - - - this area floods. I do not see any accommodation for that flooding. **Response:** This site is not specifically included in the report.

Question: Also, what impact will commercial business and an additional casino (to match the freeway traffic) have on noise, crime, pollution and general way of life for Ahwatukee? **Response:** We know of no plans for an additional casino or any commercial business development planned in this area.

Question: Will hazardous material travel on this highway? Why can't trucks use I-8 to avoid Phoenix? **Response:** This is a repeat question.

12-1-05

Larry Lee

Comment: If Gila River is requesting frontage roads and access to the loop 202, then they definitely are showing that they want and need the road. GRIC wants commercial development, Ahwatukee does not want any significant commercial development. If GRIC wants commercial then GRIC should take the road, otherwise give GRIC no access and no frontage road. We do not want another casino along Pecos/202. No casino!

Question: I believe about 7 schools are directly affected by this proposed highway. What are all of the dangers to our kids? Pollution, noise, air. Road closures, what about accidents where large vehicles like trucks, 18 wheelers carrying whatever, fuel, hazardous material seems that the kids would be in very serious danger. Isn't route I-8 and 85 for trucks? If 202 is a truck route, why are the trucks not using the route we already gave them? NO BUILD. **Response:** SR85 is a truck route and signed as such.

Question: 24th ramps turning 24th into a main artery and what are the issues to affect Estrella Elementary School. Will all of 24th need to be widened and will 24th and Chandler need to be enlarged? How do we handle traffic if a road closure occurs near 24th street? Will traffic route to Liberty Lane, this will affect 3 schools. **Response:** This was previously discussed.

William Ramsay

Question: Have any comprehensive studies been conducted on the impact to surface streets adjoining the proposed freeway when the freeway becomes closed due to an accident? For example, what would be the impact on 40th St., 24th St., and Chandler Blvd. If the proposed east 202 loop is closed at 40th St.? Where would traffic be routed? Have extra studies – air, noise gas pollution, been evaluated under these conditions? The study AWA in question includes Ahwatukee, Avondale, Laveen and Tolleson. **Response:** Typically, this is not done.

Question: What role does Maricopa Association of Governments play in the decision to proceed with the South Mtn Loop 202? If FHWA is the ultimate decision maker, what is MAG's role? **Response:** MAG has input into the process; however, a freeway is an ADOT-FHWA decision. ADOT and MAG share regional transportation planning responsibilities. Proposition 400 is based on the Regional Transportation Plan, which considers 55th Avenue the approved location for the west side alignment. If W71 or W101 are selected, these locations must go to MAG for approval by the regional council.

Comment: If advocates of the of the proposed South Mountain Loop 202 are so certain we must have this project, why are they willing to wait the better part of TWO DECADES for a solution? This project is too future oriented as to be irrelevant to current Maricopa County residents.

David Foltz

Question: How many of the new homeowners identified in the right of way for S. Mt. Loop 202 (highway edge to the red line) along Pecos Road have been notified by ADOT on policy procedure or protocol for having their homes acquired? **Response:** This question has been directed to ADOT right-of-way.

Question: What is the additional cost to fully depress vs. partially depressed highway per mile for the entire highway called South Mt. Loop 202? **Response:** These figures are in the process of being completed.

Question: Is it possible that many of homes identified in ADOT maps in mid November public meetings located in the Right of Way (Edge of S. Mt. Loop 202 and the Red line) in Ahwatukee will not be purchased after all. If not, why? Would this same rule exist for the selected west side route? **Response:** The final number is yet to be determined. The facility is being designed to a level to define the right-of-way needed to construct it. It should not be assumed that significant change to right-of-way will occur after receipt of the environmental approval. (A CAT member requested receiving these numbers with and without a 32nd Street interchange.)

Question: If Pecos Rd. is left open during the construction of proposed S. Mt. Loop, would this also be a more expensive option as fully depressing S. Mt. Loop 202? **Response:** This aspect of implementation comes further into the design process.

Comment: Please show the major utilities as they presently aren't along proposed (Pecos Rd.) S. Mt. Loop 202 alignment and what utilities need to be moved including any gas or fuel lines. **Response:** This information will be part of the utility report.

Comment: I implore ADOT to please use underground radar mapping to identify and locate any cultural finds where soil will be removed to construct proposed S. Mt Loop 202 through identified Native American Indian cultural or sacred areas!

1-5-06

Melanie Pai, PARC – Protecting Arizona’s Resources and Children

Comment: CAT takes community representation from homeowners associations, but excludes participation from organizations such as PARC which represents hundreds of citizens, from multiple communities, including those NOT represented by an HOA. PARC, Protecting Arizona’s Resources and Children, is formally requesting participation in the SMCAT meetings. PARC has requested a comprehensive, cumulative health study of ambient air quality and pollutions effects on children attending schools of similar proximity as those 9,000 students attending school, including preschool, adjacent to the Pecos alignment.

Question: This SMCAT meeting location is not conducive to wide-spread citizen involvement. There is no voice amplification system, no ability for those who are not members of an HOA board to participate. How many citizens in apartments or non-HOA communities are participating the SMCAT meetings and in what capacity? Is it the view of ADOT that persons must own a home in order to participate in this process?

Response: CAT representation considers full coverage of the study area, including non-HOA organizations representing Valley-wide interests. Determination of future representation (additions or changes) is the subject of the CAT. The SMCAT meetings are open to public attendance for the purposes of observation only. The SMCAT has responsibility to determine the level of, public participation and whether it is warranted at this time. The SMCAT has elected to allow the public to attend meetings and to draft questions and comments for SMCAT consideration. Regarding the location, the SMCAT has determined it is adequate for SMCAT needs. Ways to improve voice amplification will be considered. Only 2 of the 22 members are HOA representatives. The others represent planning organizations, communities, or regional organizations. Home ownership is not required for membership.

Question: In telephone conference my organization has held with ADEQ, there was no mention of the Children’s Environmental Health Program personnel having any involvement with the ADOT planning processes. It is my understanding that state law and ADOT’s own defined process requires participation from this particular sub-group of ADEQ and organizations such as PACR, a citizen group comprised of those concerned about children attending school in such close proximity to the freeway. What efforts have been made to include PARC and the Children’s Environmental Health personnel from ADEQ? **Response:** ADOT is obligated to follow the process as set forth by the National Environmental Policy Act. The process allows for public input and public disclosure as implemented by the federal lead agency, Federal Highway Administration. ADEQ has been invited to participate in the process from the project outset through the agency scoping process.

Question: The American Academy of Pediatrics has concluded that freeways in close proximity to schools has a severe and clearly measurable impact on children’s health. How do the EPA EIS requirements account for these? What measures has ADOT taken to

solicit participation from the American Lung Association, the American Academy of Pediatrics, and other organizations who could provide pertinent information on these relevant topics? **Response:** Data provided to the project team is reviewed and determined for applicability to the scope of the study. Consideration of input from such organizations is undertaken through issuance of Notice of Intent in the Federal Register, public and agency scoping, on-going coordination with public and agencies, data collection when conducting impact analyses, and public disclosure in accordance with the National Environmental Policy Act.

Question: PARC, www.protectazchildren.org, has begun a petition due to the broadbased opposition to the freeway’s close proximity to nine thousand students at nine schools. With such strong opposition by so many residents along the proposed Pecos alignment, and beyond, why are there not more specific data models being used to show citizens the levels of concentration of cancer-causing agents, respiratory irritants, etc., by their effects on the body? **Response:** The question is noted and has been taken under consideration.

Question: In California, building a freeway of such close proximity to schools as the proposed Pecos alignment would not be deemed legal at this juncture due to new legislation created to protect children. How has ADOT processes, reviewed, analyzed and considered these types of progress in development legislation for relevance in similar situations, such as the Pecos alignment? **Response:** The comment is noted and the details of the claim are under consideration. ADOT will follow the NEPA process and all pertinent environmental procedures when considering the comment and related question.

Question: Protection Arizona’s Resources and Children formed specifically because ADOT was not receptive to our comments as individual citizens with regard to concerns about the health and well being of children attending school in close proximity to freeways. What recourse do individual citizens have on a continued basis, other than submitting comment cards, to ensure their voices will be heard with regard to pertinent issues? **Response:** Public comment can be provided through many venues such as the ADOT website. The public will have the opportunity to formally comment when the Draft Environmental Impact Statement is issued, which is anticipated to occur in late 2006.

Question: Are NEPA guidelines always deemed to be sufficient to gauge the needs of the community as it pertains to the health and safety of its citizens? Have there been prior instances where ADOT has taken additional measures, in addition to those defined in the NEPA process in order to protect the health and safety of persons in the community? **Response:** NEPA is required when a federally-funded project or a project that has a federal nexus is proposed. ADOT has worked with local jurisdictions and other agencies on project-related enhancements not deemed mitigation.

Question: How many schools will be located in a ½-1 miles proximity to each of the schools in the west side per each of the west-side proposed alignments? How many daycares? How many elder care facilities? **Response:** Some of these issues are covered in

the Social Conditions report, which is available on the website (www.southmountainfreeway.com).

Question: The USEPA – Health Assessment Document for Diesel Engine Exhaust (2002) details specific impacts for children in residential areas and schools. What information and research data from sources such as these are included in the EIS? Does ADOT acknowledge that diesel engine exhaust poses a health risk to children attending school in close proximity to freeways? **Response:** ADOT has worked with local jurisdictions and other agencies on project-related enhancements not deemed mitigation. Air quality impacts are assessed by ADOT based upon federally established guidelines, as established by the Environmental Protection Agency in accordance with Clean Air Act.

William Ramsay

Question: Please clarify the status of Gila River Indian Community representatives on SMCAT. Is GRIC and related stakeholders – “alottees” – still represented? **Response:** GRIC representation is currently being researched. All communications with GRIC are through the ADOT Director’s office at this time.

Question: Have any formal studies been conducted on the impact of dust to residential areas adjoining the proposed South Mountain Freeway created by blasting, excavating, grading, and razing of existing structures? What hazards exist in the dust? How many residents of Ahwatukee, Avondale, Tolleson, and Laveen would be impacted? What steps would ADOT take to mitigate this impact? **Response:** Studies relative to the impact of dust on neighboring communities are regulated under the Clean Air Act. The control of construction-related dust is regulated and permitted by Maricopa County and the contractor would be responsible for permit adherence. Dust-related impacts are defined under the Clean Air Act and are measured by size of particulate matter (PM10 and PM2.5). Assessment of the number of residents affected by construction-related activities is not within to the scope of the study. Measures to mitigate will be defined in part by the Maricopa County permitting activities.

David Folts, Concerned Families Along South Mountain Loop 202

Question: Will constructing South Mountain Loop 202 substantially lessen grid lock (lessening exhaust emissions, pollution) on Broadway Curve I-10, Rte 17, Loop 101, Rte. 51 and if not, shouldn’t improvements be made on the highways where the problems exist? Please include this question in the EIS. **Response:** Assessment of purpose and need for the South Mountain Freeway project takes into account all other planned transportation improvements (freeway and non-freeway). The assessment concluded that even with all such improvements, a need and a purpose for the South Mountain Freeway project exists.

Question: With proposed I-10 Reliever connection being made to proposed South Mountain Loop 202 and purposely constructed to relive commercial traffic to South

Mountain Loop 202, why isn’t the effects from the volume of traffic from I-10 Reliever included in the South Mountain Loop 202 Environmental Impact Statement? With this added traffic from the I-10 Reliever increases from levels of vehicular exhaust along South Mountain Loop 202 would increase wouldn’t this show more accurate data then without? **Response:** The I-10 Reliever (SR 801) proposed project is not for the purposes cited in the question. The South Mountain Freeway project does take into account the proposed SR 801 project.

Question: When construction starts on near or around West Van Buren WQARF is it possible for some of this contamination could travel to other aquifers or wells? Please include this question in the EIS. **Response:** Guidelines for disposal hazardous materials if encountered are set forth by federal regulation.

Question: If contamination does travel from the HDR Engineering identified Van Buren WQARF to other aquifers or wells isn’t the proper way to check for this is through digging test wells and not through the monitoring process described earlier in this meeting. Please enter this question in the EIS Statement. **Response:** The characteristics of the WQARF site are well-documented and known. If it is determined that test wells are warranted, that will be presented in the EIS.

Question: Are the contaminants mentioned by HDR Engineering (Trichloroethelene, Dichlorethelene, etc.) above the U.S. limits for drinking water standards. If so, what are the present limits? Please enter this question in the South Mountain Loop EIS. **Response:** This data is not pertinent to the scope of the study.

Question: Could the contaminants mentioned by HDR Engineering in the (DEC, TCE, etc.) be considered liquid organics and if they are liquid organics, would they have a tendency to rest at the very bottom of the water hole? If they reside at the bottom of the water table can they be reduced or removed? Please describe how this process works. **Response:** This data is not pertinent to the scope of the study.

Question: Are the contaminants found in the WQARF Van Buren Site as identified by HDR Engineering considered carcinogens using U.S. or CA standards? Is one of the contaminants found in the WQARF Van Buren Site Perchlorethylene? Please enter this question in the South Mountain Loop 202 EIS. **Response:** This data is not pertinent to the scope of the study.

Question: A representative of HDR Engineering identified a WQARF site that had potential pesticides and herbicides in the water table. He also stated that the above mentioned HDR Rep also stated that many of these compounds break down on their own. What length of time is required for these contaminants to break down to 50 percent of original value in below grade water tables? Please identify each contaminant the start value and time required per contaminant. Please put this question in the South Mountain Loop 202 EIS. **Response:** This data is not pertinent to the scope of the study.

Question: What is the highest permissible noise measurement allowed in a resident’s back yard once a highway is built? If the noise level is above this what action is taken to reduce this noise and what is the maximum time allowed for ADOT to remedy this situation? **Response:** Procedures to address post-construction activities and responsibilities were described at the meeting and will be presented in the EIS.

Question: What will be the average height of the wall on the north side of South Mountain Loop 202 between 32nd and 40th Street? How was this determined? **Response:** This information would be determined in design if a build alternative were approved.

Question: Will rubberized asphalt be used on South Mountain Loop 202 as it passes though Ahwatukee and if it is will this shorten the highway walls in Ahwatukee neighborhoods? **Response:** Rubberized asphalt is planned. It is premature to assess affects of such a measure on wall heights.

Question: Because South Mountain Loop 202 will serve as a natural bypass for commercial traffic around Phoenix could this highway be one of the noisiest in AZ or the U.S and if this is the case shouldn’t this highway be the example for proper noise mitigation? **Response:** ADOT’s Noise Policy is used in determination of noise mitigation. ADOT’s policy is more stringent than current federal guidelines.

Question: How is highway noise mitigated on elevated sections of highway as in South Mountain Loop 202? **Response:** It will be done in accordance with ADOT Noise Policy as described in the meeting.

Question: Is it possible to point, put or bounce noise in a commercial area away from a residential area, i.e. noise is directed away from homes along a highway to a store parking lot or where factories reside. **Response:** This issue was previously discussed.

Question: What are allowable noise standards of AZ and U.S. along highways? If a homeowner thinks the noise level in his yard is above allowable limits, who will test and at what time frame must this be done? Does ADOT oversee the above-mentioned testing and pay the contractor who measures this noise? **Response:** Noise standards will be presented in the EIS. Procedures to address post-construction activities and responsibilities were described at the meeting and will be presented in the EIS.

Question: As traffic increases along South Mountain Loop 202 years after it is built will the noise also increase? If the noise does in fact increase who would the homeowner contact and if levels are found above allowable limits how long would it be before noise mitigation techniques were implemented? Are db measurement then taken again to est. noise reduction? What is the average time frame for the above-mentioned process? **Response:** Noise barriers when determined to be warranted are based upon volumes projected to occur during the design year, in this case, 2030.

Question: I heard mentioned that FHWA will not provide funds for a highway project that will not connect from the east to the west, i.e. the west side of the highway stops at South Mountain Park the east side of the highway stops at South Mountain Park. Who from the FHWA made this decision? **Response:** The issue of logical termini and independent utility is a function of the National Environmental Policy Act.

Question: When considering build vs. no-build, be sure to include the effects on air quality. **Response:** Comment noted.

Ralph Guariglio

Question: 1) Will there be any restrictions on hazardous material (dangerous goods) on hazardous waste transportation on this freeway? 2) What happens to all the earth that will be removed from South Mountain and from the other areas where the freeway might be constructed/depressed? **Response:** Restrictions for transporting hazardous materials are not planned for on the South Mountain Freeway. The freeway is designed generally with a goal to balance cut and fill. If excess material occurs, it will be disposed of at approved disposal sites.

Teri Pinkstaff

Comment: How much of our tax dollars has and will be wasted determining the route of a highway that may then be determined to no-build. What a waste to put the cart before the horse. **Response:** Comment noted.

Daniel D. Pinkstaff, 17010 S. 34th Street

Comment: Another giant government boondoggle, start talking to the Indians now! Why does ADOT go public with this information when it’s incomplete? ADOT employees appear to be rude misinformed and uncaring. **Response:** Comment noted.

1-19-06

Beginning with the January 19, 2006 meeting, written comments and questions from the public are accepted at SMCAT meetings and if time permits, new questions may be read and addressed at the end of the meeting at which they are submitted. Following the meeting, the SMCAT receives a typed copy of the comments, which will also be provided to the public at the subsequent meeting. At the request of the SMCAT, these issues may be added to the next agenda.

Responses shown were provided at the February 2, 2006 meeting at the request of the SMCAT.

Brian Smith

1. What biological species are identified within the project area that are endangered and/or protected (specifically)?

2. Are you saying there is no significant movement of species between So. Mountain and the Estrella Mts? **Response:** There are no migration corridors, but there are movements of wildlife.

Greta Rogers

1. Will the meetings (future) be publicly noticed and open to all, including the one with Gov. Wm. Rhodes, GRIC? **Response:** Public meetings are posted. Staff and other internal meetings are not open to the public.
2. Why NOW are you devoting meeting agendas to West Side routes and not the entire plan I-10E to I-10W (no defined terminus to date); This reflects planned avoidance of Pecos.
3. “Impossible to measure ozone” in project corridor; can measure CO2 emissions from vehicles at locations chosen and CO2 must be addressed regionally.” Why don’t you reveal EPA requirements – They’re known and established and Phoenix area on notice for compliance of P. 10 by end of 2006 and now due to exceedence of compliance and impossible goal to attain (notice to ADEQ by EPA 12/05). **Response:** We will provide an answer to this question during the air quality presentation.

William Ramsay

NEPA requires all cumulative impacts of a proposed project to be examined in the EIS process. The I-10 reliever must be considered in the EIS process as it will be connected to the proposed South Mountain Loop 202, and both are connected and interrelated.

David Folts, Concerned Families Along S Mt Loop 202

1. During the summary of Cultural Resources you mentioned reporting on impacts to prehistoric sites. Please define what a prehistoric site is.
2. Is there a required release rate (flow, gpm) over area when directing rainwater, runoff to lower area? If there is, what is this rate and what engineering principles are used to control this rate. **Response:** I will need to review this with our technical people.
3. I can’t understand why many of the planned construction schedules for highways in the extreme south and east of Phoenix (area, SanTan, etc.) don’t start until the years 2020 through 2030 instead of planning and making the alignments now. Construction for the above mentioned areas should start before the end of decade to avoid severe traffic problems a.k.a. staying ahead of the curve.
4. If ADOT builds the west side of proposed S Mt Loop 202 first, then years later build the Ahwatukee portion of this highway would it require another EIS? How long does this Environmental Impact Statement stay in effect? Is there a time frame this entire project must be completed by according to laws concerning EIS policy?
5. If traffic (S MT Loop 202) was diverted from existing regional existing air monitors wouldn’t this benefit? What is referred to as Regional Air Quality scores?

6. I have heard mention of Particulate Matter 10 being measured and possible being reduced in future air data along with being included in proposed S Mt Loop 202. Aren’t PM2.5 reading to be included in the EIS? Also, why wasn’t there a discussion on PM2.5 with projects on same? **Response:** We will provide an answer to this question during the air quality presentation.
7. It appears that the majority of 202 that runs between 10 and Loop 101 running west along southern edge of Chandler is fully depressed or semi-depressed. Ho and why was this design and build decision made?
8. During the EIS presentation of Cultural Resources, Mark Brodbeck from HDR Engineering state they do surveys to ensure cultural sites are found before construction begins. How are the surveys done and how would this be handled i.e. North America Native Artifacts be found if they were only inches below the surface of the soil? Will any attempt made to find out if artifacts reside just below the soil?

2-2-06

Responses shown were provided at the February 2, 2006 meeting at the request of the SMCAT.

Larry Lee, citizen concerns

1. Have NEPA and SEPA concerns been addressed? How has the pollution data evolved in the past 20 to 25 years since this freeway was originally proposed? What health issues have evolved or changed in the last 20 to 25 years that could affect the EIS?
2. What study has ADOT performed regarding traffic issues on surface streets when highway closures occur?
3. Since ADOT has been made aware of the connector between the proposed Loop 202 and the Canamex Highway, how does that connector impact the EIS and the communities involved?
4. As it pertains to noise...has the SMCAT been educated on scientific methods for evaluating noise pollution? Does the SMCAT know what the decibel numbers actually represent such as a hearing test? –Comparison test, wave carry tests at distances and elevations, etc...?
5. Has there been a study regarding numbers of drunk drivers associated with casino locations?

William Richardson

I’ve seen constructions costs ranging from \$900 million to \$1.3 billion, but this does not include 1) additional purchase of right-of-way land, 2) relocation costs of displaced businesses and residences, and 3) relocation of utilities. Can ADOT provide some

guidance on total estimated costs using an historical relationship of construction costs to total costs? For example, if in similar projects construction costs were 50% of the total cost, then the projected total cost for South Mountain Freeway would be in the \$1.8 to \$2.6 billion.

David Fultz, Concerned Families Along South Mountain Loop 202

1. This question is in regard to comment on public question. To allow public questions to be read out loud just stay true to your schedule and reserve 15-30 minutes for these questions to be read. If the schedule states the last 30 minutes, 8:30-9:00, are for questions, then stop the meeting and read the questions. If there is still time left then continue with the meeting or adjourn.
2. You were discussing changes to W71 and how this property wasn't considered 4(f) because there were plans to put a gate around the land with a lock around the entrance gate. What specific reason changes the 4(f) status when the above process happens (gates and locks)?
3. I have heard that as South Mountain Loop passes through South Mountain Park it will cut into the national hiking trail on the west side of South Mountain Park. If this trail is in fact taken to build this highway, will anything be done to reroute it?
4. What governing body or person will make the decision if South Mountain Loop 202 becomes a hazardous cargo route? Is this covered on the EIS?
5. If some of the SMCAT members do not agree with any of the three alignments on the west side of South Mountain Loop 202 will they be allowed to vote no-build?
6. Will there be a direct up or down vote on the three alignments from the SMCAT or will the evaluation scoring criteria be used to select the alignment?
7. With the weighted criteria used during the evaluation process wouldn't a person have to make all of his scores weighted as not to lesson the value of his vote/score.

2-23-06

The SMCAT did not request responses to the public comments shown below.

**Melanie Pai, PARC Protecting Arizona's Resources & Children
www.protectazchildren.org**

1. **Question:** What involvement has the Arizona department of public health had to this process?
2. **Question:** What year was the ADEQ permit to build issued? The permit addresses health concerns and other factors which should be considered prior to permitting and building of the freeway. If MSAT research shows new concerns, should the permit be re-evaluated?

David Fultz, Concerned Families Along South Mountain Loop 202

1. **Question:** What percent of funding for the cost then west side of South Mountain Loop 202 will be Federal? State and ½ cent sales tax. If there is a difference in the funding from each of the above mentioned sources from East to West, please state the separate totals.
2. **Comment:** Please show on a map the channels that will be used when releasing rain water along the entire length of South Mountain Loop 202. Include average annual rainfall, rain storms occurring in short period of time i.e. 4 hours during the summer and fall. Also include the effects from 100 year rainfall, i.e. worst individual rainfall in a 100 year time frame. Please include flow rates total accumulation and show where this occurs on the above mentioned map. Please include this information in the South Mountain Loop EIS.
3. **Question:** Is PM 2.5 also required to be tracked for the South Mountain Loop 202 EIS? If so, where are the reading and statistics for PM (2.5)? Is most of the particulate in PM 2.5 in the Phoenix area from vehicle exhaust?
4. **Question:** If no build option is selected, could some of the funding (non sales tax \$ Maricopa) be diverted to other ADOT projects in SE and Northern Maricopa, Pinal and Yavapai Counties? Would this also bring the schedules in so the above mentioned highways and transportation projects could be built sooner than some of the projected dates of 2025-2030?
5. **Question:** Why is PM 10 so harmful to humans? What organs get the most exposure to PM 10?
6. **Question:** Why is PM 2.5 so harmful to humans? What are some of the harmful effects to human tissue and health (longterm) from exposure to PM 2.5? What organs get the most exposure to PM 2.5?
7. **Question:** Aren't the EPA model's ADOT and HDR Engineering are using showing potential projected incorrect in this instance. I mention this because South Mountain Loop 202 has the potential to serve as a commercial bypass around Phoenix. If this is the case, wouldn't a higher degree of particulate be in the air within a 3 mile ribbon along this highway?
8. **Comment:** A real injustice was done when PM 2.5 wasn't discussed including pie charts and graphics during the 2/23/06 SMCAT Meeting. Examining only PM 10 and then pointing out that only 2.1% was due to on road vehicle exhaust improperly showed greater Phoenix air issues. Please cover PM 2.5 as thoroughly as you did PM 10 as to inform the populace to reduce the above mentioned level of pollutants to live a healthy and full life.
9. **Question:** If the smaller particles (less than 1 micron) are the most dangerous to your health, why not show the levels/measurements that reside in our air? What are the ill

effects on human health when exposed to particles from vehicle exhaust less than 1 micron in diameter?

3-2-06

Time permitted for all questions and comments to be read to the CAT. Responses shown were provided during the March 2, 2006 meeting.

David Fultz, Concerned Families Along South Mountain Loop 202

1. **Question:** Can the SMCAT team make a recommendation not to be selected as a hazardous cargo route for South Mountain Loop 202? **Response:** The CAT can make this recommendation, however, this is an ADOT decision.
2. **Question:** When doing the cost evaluation during the 3/2/06 SMCAT meeting wouldn't this criteria have to be used for all other future transportation issues to be fair to Ahwatukee residents? **Response:** The intent of the criteria is to use it for both the west and east sides.
3. **Question:** Using past history can you show SMCAT members to most to least expensive criteria items for building a highway, i.e. 1) land, 2) asphalt, 3) labor? **Response:** (Edwards asked the CAT if they would like to receive this information, and members indicated that they did not require this information.)
4. **Question:** In mid-November of 2002 ADOT held meetings showing the alignment, latest design and right-of-way for South Mountain Loop 202. Also shown were homes that were needed for this latest design to work. Is there a law in place where ADOT must tell the homeowners identified in the right-of-way if their homes will be demolished/purchased or if they will be left intact? **Response:** Once a corridor is adopted by the Regional Transportation Board, ADOT has 18 months to initiate a right-of-way purchase.
5. **Question:** Can you let the SMCAT members know of a proposed highway called the National Freight Corridor (i.e. from Tallahassee to San Diego) and how this would affect the air quality and traffic conditions in greater Phoenix area. **Response:** (Edwards asked the CAT if they would like to receive this information, and members indicated that they did not require this information.)
6. **Comment:** As of 2:00 p.m. the day of the SMCAT meeting 3/2/06 I didn't see the summary (meeting minutes) posted. I felt this is unfair for the public that would attend the SMCAT meetings. Please put some procedure or policy in place to at least let the public find out what happened at the last meeting before attending the next.
7. **Question:** On the South Mountain Loop 202 corridor study web page ADOT states, "Typically, the reported number of homes and businesses goes down as the study progresses, the locations affected may change as well." What does this last statement mean for Ahwatukee homes that fall inside the present right-of-way for South

Mountain Loop 202? **Response:** (Mike Bruder explained as follows:) As we move forward with the design process, the right-of-way is further refined. Effectually, we attempt to show the worst case scenario – that with the most right-of-way.

8. **Question:** Can the SMCAT members abstain from voting if they do not agree with any of the three alignments rather than the no-build option? **Response:** Once a CAT member begins the evaluation process, they must complete it. However, a CAT member could opt out of the evaluation entirely.

William Ramsay

Comment: SMCAT members should not be evaluating westside alternatives based on accounting costs (those direct costs such as material and labor). Instead, SMCAT members should be evaluating alternatives based on economic costs, specifically, externalities and social costs impacting communities as a result of the proposed freeway. The same evaluation criteria should be applied to considering the eastern alignment. Accounting costs, along with safety considerations, are beyond the scope and control of SMCAT.

3-30-06

The response shown was provided at the April 6, 2006 meeting at the request of the SMCAT.

David Fultz, Concerned Families Along South Mountain Loop 202

1. Who authored i.e. group or company the VISSIM Software for the microsimulation traffic flows shown at the 3/30/06 SMCAT meeting? Did a branch of government or department pay a company to develop this software? **Response:** VISSIM is the latest simulation package used around the country. It's development was partially financed through the federal government, a university in Florida, and ITE, the Institute of Transportation
1. HDR and MAG have shown total daily traffic flows on the three west side alignments so they must have a good idea on traffic flows at certain times of the day. What would the vehicles per minute weekdays be at 7, 8, and 9 a.m. and 4, 5, and 6 p.m. on the three alignments on the west side of South Mountain Loop 202 in the years 2006, 2010, 2020, and 2030?
2. Do the traffic and population projections MAG has shown in today's meetings take in the effect of increasing property values and the availability and cost of water? Also, isn't this the same group (MAG) that stated only 10% of overall traffic on this natural bypass (South Mountain Loop 202) will be truck traffic?
3. On the last west side ADOT meetings concerning the I-10 reliever, a map was shown with the points of connection from (west side) South Mountain Loop 202 to route 85. Is this the same route 85 that will be designated for an International Freight Corridor called Canamex?

4-6-06

The SMCAT did not request responses to the public comments shown below.

Dave Swisher, Mountain Park Community Church

When a church is in the right away and cannot be relocated to an existing facility, how is the purchase, construction and relocation handled by ADOT?

David Folts, Concerned Families Along South Mountain Loop 202

1. Can ADOT state the name and number of the law that they have quoted where ADOT or another governmental body has 18 months to decide when to purchase real estate identified in the South Mountain Loop ADOT right-of-way zone?
2. An ADOT relocation expert (Dave) stated that they have used one company/person for the last 20 years for appraisal values. Why is this, are his reports of higher quality, is this a process that goes out to bid or quoted on?
3. Under Public Comment Summary, a rep from Gunn Communications stated that questions or comments submitted were taken from respondents with a Tolleson ZIP code. What happened to the questions asked by the public who had ZIP codes outside Tolleson who attended these meetings?
4. During ADOT's final review, you showed how the Draft Criteria would be shown in pairs i.e. (noise reduction) vs. (overall cost of highway). Why not just let the SMCAT members assign a value of each criteria individually?
5. Under Public Comments, if a person who attended one of the meetings shown under the Public Comment Presentation submitted five questions/comments either for or against the proposed highway would that be counted as five pro or con highway?
6. Is there a minimum distance a highway can be constructed to a home? Please use the shoulder of a planned highway when giving measurements for any policies, rules or laws that exist for the above question.
7. How close has ADOT constructed a highway to a home in the past that it has not purchased, condemned?
8. If the costs were deemed too high to acquire the additional property/real estate shown, is the right-of-way zones shown on ADOT November '05 meetings. Would ADOT then abandon these plans and then just build a two or three lane highway regardless of how near structures (homes) are to this proposed highway?

4-27-06

There were no public comments received during this meeting.

**SMCAT Members FINAL
South Mountain Freeway Evaluation Criteria
4-27-06**

Alternative Modes/Multi-modal

The corridor provides for existing and future transit opportunities, park & ride facilities, and multi-use trails. (MULTIMODAL)

Design Obsolescence

The design provides for 2030 average daily traffic at a level of service D or better while providing for community access. (OBSOLETE)

Noise

Noise levels in proximity to the freeway should remain low and unobtrusive to normal everyday life and not exceed 64 dB. (NOISE)

Ecological

Does not disrupt wildlife habitat and connectivity, native vegetation, or natural water flow. (ECOLOGICAL)

Visual

The freeway and its traffic is not visible from grade, any visible component of the concrete structure is mitigated through landscape and architectural design. (VISUAL)

Community Cohesion

The selected alternative provides the necessary regional transportation capacity while providing the needed safe community connectivity at appropriate locations, and does not create a physical, psychological, or economic barrier. (COHESION)

Displacement

Freeway alignment will disrupt or displace the minimum number of homes, businesses, schools, and parks. (DISPLACEMENT)

Design and Operations

Maximize operational efficiency and minimize congestion at freeway system interchanges and improve functionality of regional freeway and street systems. (OPERATIONS)

Project Cost

Cost should be a consideration: total cost of constructing the freeway is assessed with the gains and losses to the affected communities. (COST)

Quality of Life

The freeway will not interfere with everyday life while allowing convenient accessibility to community facilities with minimal impact to residential areas. (QUALITY)

Air Quality

The design and location of any new freeway built will maximize traffic flow and minimize the impact to regional air quality. (AIR)

**South Mountain Transportation Corridor Study
Citizen Advisory Team**

April 27, 2006

Mr. Victor Mendez
Director
Arizona Department of Transportation
205 South 17th Avenue
Phoenix, AZ 85007

Dear Mr. Mendez:

In November 2001, the Arizona Department of Transportation formed a Citizen Advisory Team (CAT) to examine the issues and alternatives for the South Mountain Transportation Corridor Environmental Impact Statement. As members of this group, we were asked to communicate with citizens in our communities, neighborhood groups and stakeholder organizations to advise ADOT on how best to communicate with citizens in this area. We were also asked to provide feedback regarding the technical and environmental issues associated with the alternatives developed and evaluated with this project.

After 39 meetings over the last 4 ½ years and numerous presentations we completed an evaluation process to determine which Westside alternative we would prefer if a build option is ultimately chosen. Our group will be discussing whether or not the freeway should be built later this year.

The criteria we used to determine a preferred Westside alternative included:

- Alternative Modes/Multi-Modal
- Design Obsolescence
- Noise
- Ecological
- Visual
- Community Cohesion
- Displacement
- Design and Operations
- Project Cost
- Quality of Life
- Air Quality

On April 27, 2006, the members of the South Mountain CAT reached a decision to recommend the W101 as the preferred alternative for the Westside.

Using a computer assisted decision making process; W101 scored the highest as indicated on the attached graph. Although W101 was not the unanimous preference of the group, it was the team's recommendation.

However, we express concern with the impacts to the communities surrounding the W101 corridor. We want to continue to work with ADOT to discuss the three W101 options in order to minimize these impacts as much as possible

Our next process will be to evaluate the Eastside alternative(s) and a final recommendation of build or no-build for the South Mountain Freeway.

Sincerely,

David Shafferty - City of Tempe

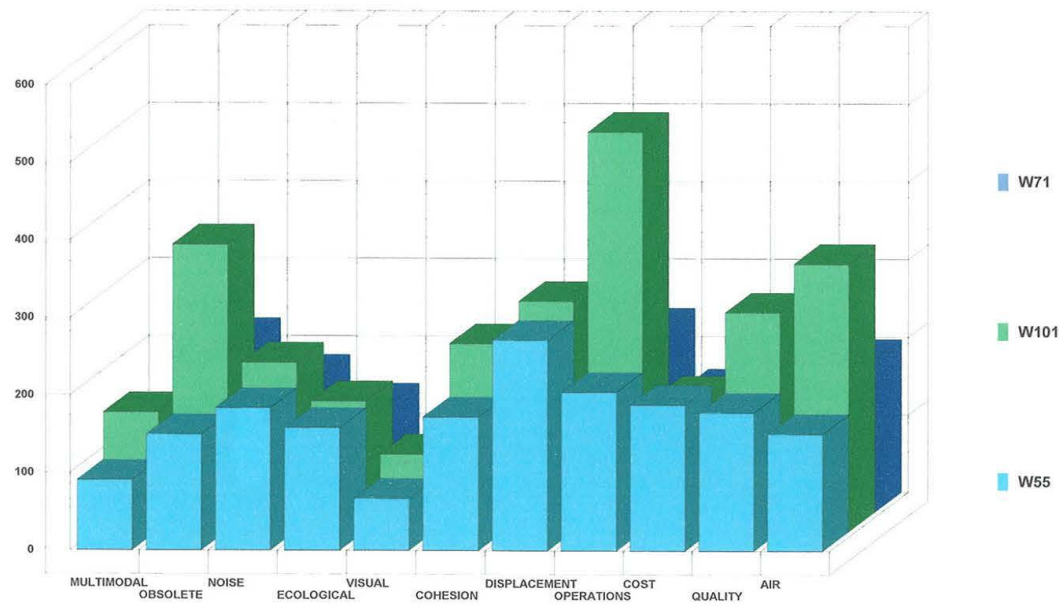
Stevie Bosch
STEVE BOSCHEN, VFA

David R. Williams
David R. Williams

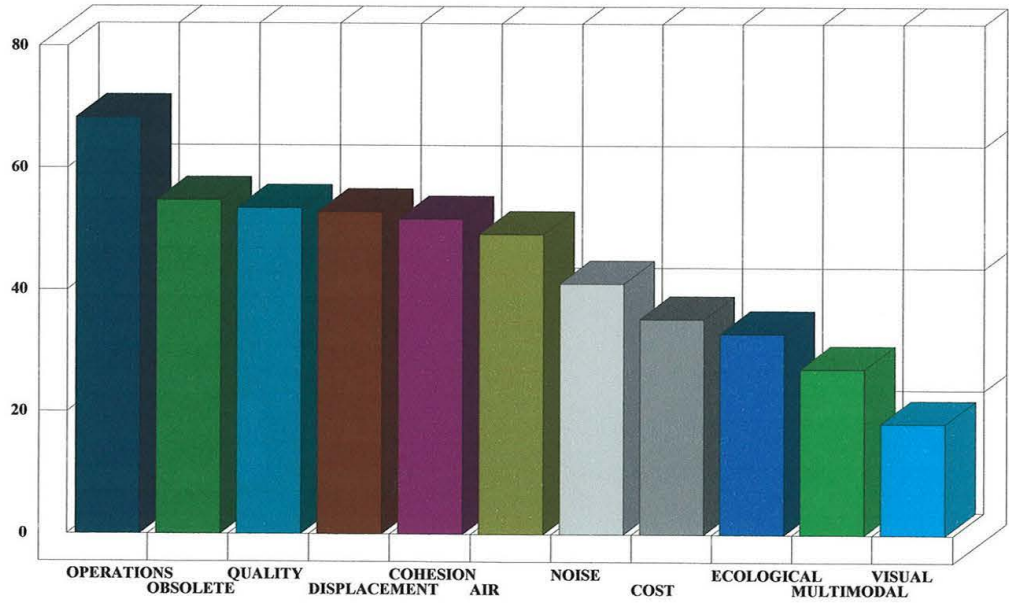
Clayton Thompson
John R. Bland
Ricky Eastman
Kaura Hernandez

Alvin K. French
Donald L. Jones
Jim D. Bester
Laurel C. Pratt
J.D. B.
R.A. "Rock" Argalight
Michael Goodman

Evaluation Results



Importance



	MULTIMODAL	OBSOLETE	NOISE	ECOLOGICAL	VISUAL	COHESION	DISPLACEMENT	OPERATIONS
W55	205.73	339.11	416.65	358.91	152.12	390.55	614.79	464.22
W71	185.15	504.52	397.99	314.05	185.30	476.47	518.98	536.43
W101	345.62	835.36	491.27	378.85	224.03	546.77	670.68	1165.71
Importance	27.23	54.75	41.16	33.00	18.31	51.70	52.85	68.28

	COST	QUALITY	AIR	Performance	Worth
W55	427.56	404.13	342.24	42.20	4116.01
W71	358.08	444.55	446.40	44.00	4367.95
W101	395.50	638.53	781.21	63.07	6473.53
Importance	35.38	53.50	49.25		

APPENDIX 6-4

SUMMARY REPORT: PUBLIC INVOLVEMENT FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Appendix 6-4, *Summary Report: Public Involvement for the Draft Environmental Impact Statement*, contains documentation of the public outreach surrounding the release of the Draft Environmental Impact Statement.

South Mountain Freeway

SUMMARY REPORT: Public Involvement for the Draft Environmental Impact Statement

Maricopa County, Arizona
Federal-aid Project No. NH-202-D(ADY)
ADOT TRACS No. 202L MA 054 H5764 01L

Prepared for:
Arizona Department of Transportation



Prepared by:
HDR Engineering, Inc.
3200 E. Camelback Road, Suite 350
Phoenix, AZ 85018

January 6, 2014

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1. Introduction

The Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration (FHWA) developed a Draft Environment Impact Statement (DEIS) for the proposed Loop 202 South Mountain Freeway located in southwest Phoenix. The approximately 22-mile proposed freeway extension would complete Loop 202 and is a key component of the Maricopa Association of Governments’ (MAG) *Regional Transportation Plan*. The DEIS was published and released to the public for a 90-day comment period beginning April 26, 2013, and concluding July 24, 2013.

During the 90-day comment period, the public was encouraged to review and comment on the DEIS and was offered numerous opportunities to provide comments.

1.1 Overview of Public Involvement Goals, Process, and Strategies

For this study, a *Public Outreach and Hearing Plan* (see Appendix A) was developed to describe in detail how ADOT, FHWA, and the study team would inform, involve, and obtain meaningful input from the public, elected officials, media, and agencies regarding the South Mountain Freeway DEIS, while in compliance with the requirements of the National Environmental Policy Act (NEPA) and other related legislation, policy and guidance. The goals of the public outreach program associated with South Mountain Freeway DEIS included:

- Engaging a broad, representative cross section of the public to help ensure the Final EIS (FEIS) reflects and incorporates agency and public input
- Providing clear and accurate information that encourages informed public participation and input
- Providing multiple, convenient ways for interested parties to provide comment
- Providing multiple means through which the public can learn about the study
- Documenting public input accurately
- Meeting and, when possible, exceeding outreach requirements under NEPA and related legislation.

In developing this plan, the team also considered specific characteristics of the communities within the Study Area, in conjunction with knowledge gained from previous study-related public involvement efforts. Based on these factors, the following special outreach considerations were integrated into the plan:

- Use advertising and graphics to reach illiterate or environmental justice populations
- Use bilingual outreach materials, available upon request
- Use Hispanic media outlets

- Integrate elected officials, intergovernmental liaisons, and special interest groups into the process
- Hold the public hearing in a location accessible via transit for those who are transit dependent

The communication protocol for all DEIS-related outreach for the Gila River Indian Community (GRIC), a key stakeholder in the study area, was consistent with the protocol established by the GRIC in the early days of the study. Specifically, in addition to the broader techniques described herein (e.g., media, website), communication was conducted in a “government-to-government” nature (e.g., the ADOT Project Manager would speak directly to the GRIC Community Manager; the ADOT Communications Director would speak directly to the GRIC PIO). Coordination occurred one-on-one with the appropriate GRIC official.

1.2 Public Opinion Survey

Prior to the release of the DEIS, a public opinion survey was administered by ADOT Communications to determine how the public would like to participate in public involvement processes related to ADOT studies and projects. This survey of South Mountain Freeway study stakeholders was conducted via Survey Monkey™. Survey questions were developed to determine stakeholder preferences related to South Mountain Freeway Public Hearing logistics (e.g., location of hearing, day of week, time of hearing, and mode of travel) and comment and participation opportunities. Study stakeholders included individuals who have participated in previous study events, provided comments, or expressed interest and were therefore included in the study database. An e-mail encouraging study stakeholders to participate in the survey was sent to approximately 3,300 individuals in August 2012 and 506 responses were received. Survey results indicated participants preferred an evening public hearing in the middle of the week, and were willing to travel up to 20 miles to attend. Results of the survey were evaluated and incorporated into development of the overall DEIS outreach plan; the results are summarized in greater detail in Appendix B.

2. DEIS Public Outreach

The DEIS public outreach strategy included four main components: 1) Awareness Campaign; 2) Public Hearing; 3) Online Public Hearing; and 4) Community Forums. Each of these components is described in the following sections.

3. Awareness Campaign

Due to the complexity, importance, and level of public interest in the Loop 202 South Mountain Freeway Study, a key component of the public outreach process was providing detailed information to the community – before the release of the DEIS – about how they could participate in the DEIS review and comment process. This “awareness campaign”

focused on informing the public of the upcoming DEIS release and described opportunities for participation and input. On April 22, 2013, toward the end of the Awareness Campaign and before release of the DEIS, ADOT distributed a press release (see Appendix C) describing ways that the public could participate in the review and comment process.

3.1 Awareness Campaign Community Events

Prior to the release of the DEIS, ADOT attended community events or provided information at public locations to increase awareness of the impending DEIS release and provide information about how to participate in the DEIS review and comment process. The study information tables at the community events were staffed by members of the study team and were held at the following locations:

- Thursday, April 18, 2013, 11 a.m. – 2 p.m.: Ironwood Library, 4333 East Chandler Boulevard, Phoenix
- Monday, April 22, 2013, 11 a.m. – 1:30 p.m.: Keep Phoenix Beautiful Event, Cesar Chavez Plaza, 201 E. Washington Street, Phoenix
- Wednesday, April 23, 2013, 5:30 p.m. – 7:30 p.m.: South Mountain Community Center, 212 East Alta Vista Road, Phoenix
- Thursday, April 25, 2013, 10 a.m. – 12 p.m.: ADOT Motor Vehicle Division, 221 East Olympic Drive, Phoenix
- Thursday, May 16, 2013, 7 p.m.: Community Meeting with Representative Ruben Gallego and Phoenix City Councilman Michael Nowakowski, Cesar Chavez High School, 3921 W. Baseline Road, Phoenix

Materials provided at these events included the *Fact Sheet*, *How to Participate* handout, *How to Participate* video, and a sign up sheet for study notifications.

3.2 Study Fact Sheet

In April 2013, a *Fact Sheet* was created to provide an overview of the Loop 202 South Mountain Freeway Study and how the public could participate (Appendix D). The *Fact Sheet* was posted on the ADOT website throughout the 90-day comment period and was available at information booths at various community events, described in Section 3.4. The two-page *Fact Sheet* included:

- An introduction and description of the proposed Loop 202 South Mountain Freeway, including location.
- A map displaying the alternatives studied in the DEIS.
- A typical section depicting the number of proposed freeway lanes.
- A timeline showing the current DEIS process and next steps.

- Details on the multiple ways the public can participate in the DEIS review process, including information regarding the May 21, 2013, public hearing, online public hearing, and community forums.
- A general timeframe for implementation (i.e., design and construction) of the proposed project, if approved.
- Information regarding methods to provide comments including website, email, hotline phone number, and mailing address.

3.3 How to Participate Handout

To complement the *Fact Sheet*, a *How to Participate* handout was also created to focus on the public input opportunities available during the 90-day DEIS comment period, specifically highlighting the day-long public hearing (Appendix E). The handout was distributed in the following ways:

- Online at azdot.gov/southmountainfreeway.
- Available at all Awareness Campaign events.
- Included in the elected official briefing packets.
- Available at Councilman Nowakowski’s and Representative Gallego’s Community Event.
- Distributed at GRIC Transportation Technical Team (TTT) meeting on April 30, 2013.
- Included in the media packets.

The two-page *How to Participate* handout included:

- An introduction and description of the proposed Loop 202 South Mountain Freeway.
- A map displaying the alternatives studied in the DEIS.
- Explanation of the DEIS comment process and how to access the document.
- Details on the public hearing including; date/time/location, parking locations and map, shuttle bus information, and validated parking and free transit vouchers.
- Information regarding methods to provide comments including website, email, phone number, and mailing address.

3.4 How to Participate Video

A six-minute video was developed to explain the importance of public involvement during the Loop 202 South Mountain Freeway Study. The video emphasized the need for public input on the DEIS, noting that comments submitted could affect the final project design and outcome. The video was posted on the ADOT website throughout the 90-day comment period and shown at community events and meetings in the months of April and May 2013. The video included:

- An overview of the Loop 202 South Mountain Freeway Study.
- A description of NEPA.
- The importance of public comment and participation.
- Public participation methods available throughout the 90-day comment period.

3.5 Elected Official and Key Stakeholder Briefings

Opportunities for local, state and federal officials to be briefed on the DEIS were provided by representatives of ADOT’s Communications Division, Intergovernmental Affairs, and State Engineer’s Office. The purpose of these briefings was to provide an understanding of the proposed freeway and provide an overview of the public input and comment opportunities. Briefing packets were developed including the study fact sheet, *How to Participate* handout, press releases, letter from Governor Brewer, and a copy of the *How to Participate* video. Briefings were provided for the following individuals:

- City of Phoenix: Mayor Stanton’s Chief of Staff Paul Blue; Council Members Thelda Williams, Daniel Valenzuela, Bill Gates, Michael Nowakowski, Michael Johnson, Sal DiCiccio, Jim Waring, and Tom Simplot
- State Legislature (District 16): Representative Ruben Gallego
- State Legislature (District 18): Senator John McComish, Representative Jeff Dial, and Representative Bob Robson
- State Legislature (District 19): Representative Mark Cardenas
- Congressional Delegation: Representative Kyrsten Sinema
- State Board of Transportation: Joe LaRue and Victor Flores
- Gila River Indian Community, Community Manager: David White

4. DEIS Release and Availability

The Notice of Availability (Appendix F) was published in the *Federal Register* on April 26, 2013, to inform the public that the DEIS was available for public review and comment. ADOT also distributed a press release (see Appendix C) announcing the DEIS release and describing how the public could participate in the review and comment process. The publication of the Notice of Availability served as the beginning of the 90-day comment period. The DEIS was made available online throughout the 90-day comment period at azdot.gov/southmountainfreeway. Electronic versions of the DEIS were distributed to 119 staff from public agencies on April 26, 2013 (Appendix G). Hardcopies of the DEIS were also made available for viewing throughout the 90-day comment period at the following locations:

- Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix

- Avondale Public Library – Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale
- Tolleson Public Library – 9555 W. Van Buren St., Tolleson
- ADOT Environmental Planning Group – 1611 W. Jackson St., Phoenix (by appointment only)

Copies of all or part of the DEIS were available for purchase at:

- FedEx Office Print and Ship Center – 4940 E. Ray Road, Phoenix

Additionally, the GRIC Communications and Public Affairs Office placed hardcopies of the DEIS at District 1- 7 Service Center, Ira H. Hayes Memorial Library, all elder meetings, Urban Members Association meeting, and the GRIC Communications and Public Affairs Office.

5. Public Hearing

The public hearing for the Loop 202 South Mountain Freeway DEIS was held on Tuesday, May 21, 2013, at the Phoenix Convention Center North Ballroom from 10 a.m. until 8 p.m. The main purpose of the South Mountain Freeway Public Hearing was to:

- Present the findings of the Draft EIS.
- Obtain public testimony or comment on the Draft EIS.

5.1 Public Hearing Notification

5.1.1 Mailer

Prior to the public hearing, a mailer (Appendix H) providing notification of the release of the DEIS and the upcoming public hearing was distributed to approximately 73,500 residents and businesses, those within the study area, as well as individuals on the study stakeholder mailing list. The mailer also included an overview of the study and preferred alternative, and information regarding the shuttle buses to the public hearing including pick-up and drop-off times. Detailed information regarding the public hearing and the various methods to provide comment on the DEIS were also included.

5.1.2 Media Alert and Press Releases

ADOT issued a press release on May 8, 2013 and a media alert on May 16, 2013 providing public hearing details and the methods to provide comments on the DEIS. Copies of the media alert and press releases are included in Appendix C. The press release was distributed to more than 4,000 news organizations, professional journalists and others subscribed to ADOT’s distribution list.